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The Hongkong Telegraph

SATURDAY, JANUARY 9, 1926. 日五十二月一十

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BORODIN'S HELP.

KUOMINTANG SHOWS ITS APPRECIATION.

A SILVER GIFT.

In connection with the second annual meeting of the Kuomintang, the Third Session sat on the 6th inst. with Mr. Wang Ching-wai in the chair. This whole session was occupied, both in the forenoon and afternoon, in receiving reports from members of the Central Executive Committee. Mr. Wang Ching-wai gave a full and comprehensive review of the political and financial condition of Kwangtung. General Chang Kai-shek presented a succinct report of the military situation in Kwangtung, including the first expedition against Chan King-ming in the Autumn of 1924, the coup d'etat against Yuan, Hoo-man and Lau Tsen-wan in the Spring of 1925, and the campaign in the east, west and south sectors of Kwangtung. Mr. Shu-teh submitted a long report on the political and military situation in the North and on the Yangtze Valley. After receiving these reports a committee, consisting of Messrs. Wang Ching-wai, Shih Lik-tze and Kao Yu-han was appointed to compile these reports for circulation to all members of the party. The session adjourned to 10 o'clock on the following day.

The adjourned session sat at the appointed time with Mr. Tan Chin-on in the chair to receive further reports from Mr. Wang Ching-wai as to matters appertaining more particularly to the party—reports of the assassination of the late Liu Chun-choi, the disbandment of all rebellious troops in the Canton city and surrounding districts, the arrest of Hsueh Kuei-wu, the disbandment of his Szechuan unit, and of the arrests and disbandment of officers and men belonging to other anti-revolutionary forces.

PRESENTATION TO MR. BORODIN

At the close of these reports, which occupied the whole morning, General Chang Kai-shek proposed that, in consideration of the meritorious services which Mr. Borodin, as Political Adviser to the Government, had rendered to the revolutionary cause, some tangible gift should be presented to him. In a speech seconding the motion, Mr. Wang Ching-wai amplified the many services rendered to the Kuomintang by Mr. Borodin and submitted that a silver tripod, engraved with the four Chinese characters "Kung Tung Fan Tse" (meaning "To fight resolutely shoulder to shoulder") be presented as a token of the party's high appreciation of his services.

The motion was unanimously passed and the session adjourned to 2 o'clock in the afternoon.

AT THE RESUMED SESSION, WITH MR. TAN CHIN-YU IN THE CHAIR, GENERAL CHANG KAI-SHEK AND MR. YU SHU-TEH PRESENTED REPORTS REGARDING MEMBERS OF THE PARTY WHO ARE ALLEGED TO HAVE CONTRAVENTED THE CONSTITUTION AND BY-LAWS OF THE KUOMINTANG.

The reports evoked prolonged discussions between the delegates, especially in the case Mr. Yui Shu-hon, who was alleged to have violated the by-law of the party by accepting a portfolio in the Cabinet of the Chief Executive, Tuan Chi-jui. Finally, on the suggestion of the Presiding Body, (whose members were elected at the commencement of the meeting for the purpose of presiding over sessions) a committee was appointed to draw up specific charges against each individual member and submit same for further discussion at another meeting. Messrs. Wang Ching-wai, Shih Lik-tze and Kao Yu-han were appointed members of the Committee. The meeting adjourned to 10 o'clock a.m. the next day.

BETTER "OUTLOOK."

SOUTH KWANGTUNG AFFAIRS.

A report is to hand which states that the situation in Yeung Kong and adjacent districts is improving, as banditry is on the decrease and more employment is open to the country people in road construction, whilst trade is beginning to more active.

In the district of Moy Luk, which is now a Municipality, great activity is shown in the different municipal departments, especially in the Public Works, House Registration and Land Registration offices. Mr. Kum Wai-kwong, Administrator of Civil Affairs in the South, has recommended to the Canton Government that Pakhoi be made a Municipality. It is very gratifying to see that gambling is being rigidly suppressed in this region especially in the villages and towns.

MEXICAN DISASTER.

FLOODS CAUSE BIG DEATH ROLL.

Los Angeles, Jan. 8. Newspaper despatches describe devastating floods in the neighbourhood of Santiago, and Ixmiquilta, in the district of Mayrit, West Mexico. The Governor of Mayrit estimates that there are 290 dead and that the damage is three million pesos.—*Reuter*.

FORTY-SIX INCHES OF RAIN.

Nogales, Arizona, Jan. 8. The loss of life in the floods in the district of Mayrit is not so great as was feared. Forty-four inches of rain fell in thirty-six hours. The greatest loss occurred in the exceedingly rich agricultural area of the Santiago river valley where hundreds of acres are inundated and crops ruined. Immense damage is also reported from Tepic.—*Reuter's American Service*.

PURE FOOD.

A YEAR'S EXAMINATIONS.

During the year which ended on December 31st, no fewer than 376 samples of food and drugs were examined in Hongkong under the Sale of Food and Drugs Ordinance. These were all found to be genuine excepting 21, the adulterated samples being as follows:—ten of fresh milk, one of coffee, five of vinegar, two of camphorated oil, one of Friars Balsam, one of spirit of salicylate, and one of eucalypti extract.

MURDER CHARGE.

SEQUEL TO ALLEGED QUARREL.

An earth cooler, employed on the work of removing Morrison Hill, was charged before Mr. R. E. Lindsell, at the Central Magistracy this morning with murder.

It is alleged that he had a quarrel with another cooler alongside whom he was working and that after the altercation the man was found with injuries to the spleen. There were no external marks of violence. The case has been formally adjourned.

BRITISH NAVY.

FLEET CHANGES PROPOSED.

London, Jan. 8. The *Morning Post* publishes details of changes which will be made in the Atlantic Fleet. The Mediterranean forces will be increased.—*Indopacific*.

MISSING LADY.

YOUNG FRENCH WOMAN DISAPPEARS.

POLICE PUZZLED.

Described as young and pretty, and of very attractive personality, a Frenchwoman residing until January 3rd at the Astor House Hotel, has disappeared under mysterious circumstances and all Police efforts have so far failed to throw any light on her present whereabouts.

The lady registered at the Astor House on December 29th as Middle C. Dupuy, though it is understood that she had come from the Hongkong Hotel where she had given the name, Roy Jeanne. She came to the hotel, said the manager in conversation with a *Telegraph* representative this morning, totally without personal property but a few days later when he spoke to her about payment she invited him to inspect her wardrobe, which included many beautiful and valuable dresses, and several valuable furs.

On January 3rd, about 8.30 p.m., she was seen in conversation with a gentleman in evening dress. The boy paid no particular attention to the man since he naturally assumed that the couple were going out to a dinner or dance. Middle Dupuy was, the boy said, also in evening attire.

Police investigations have revealed that she was unmarried and that she had been in business as a dressmaker for some time.

A photograph of the lady has been supplied to the authorities. Her hair is fair and frizzy and she is slim.

All her personal effects have been left at the hotel.

SOUTH CHINA WON'T PLAY TO-DAY.

IF CLUB GROUND IS VENUE.

The South China Athletic Association, in an official statement to a *Telegraph* representative yesterday, received too late for publication, notified that their first eleven would not fulfil their first Division league match with the Police to-day if the game remains with its venue as the Club ground.

The announcement is made in order that their supporters shall not waste their time going to the Club ground to see the match.

In explanation we were informed that the South China Athletic Association had agreed to play a charity match on the Club ground on Saturday, and to cancel the League fixture. Later in the week the League engagement was returned to the schedule and as it is their home game, South China wish to play on a ground of their own choosing.

We were informed yesterday that Sookunpoo "A" ground is at their disposal and they are willing to play the match on that ground.

We understand that South China have been endeavouring to come to some arrangement with the Police as to playing the match at Sookunpoo.

TEST CRICKET.

M. C. C. v. WEST INDIES.

Barbados, Jan. 8. In the first Test Match against the West Indies, Marylebone, at the close of play, had scored 238 runs for five wickets. Holmes had scored 63, Smith 73, and Hammond 100, not out.—*Reuter*.

U.S. AND RUBBER.

NEWSPAPERS TAKE SEMI-HUMOROUS VIEW.

New York, Jan. 8.

Most of the editing on yesterday's proceedings of the House of Representatives Committee for the investigation of rubber prices, are inclined to take a semi-humorous view of the plight of American rubber interests.

The *New York World* suggests that Mr. Hoover himself was mainly responsible for the starting talk of retaliation which he now deprecates, and accuses Mr. Hoover of ignoring the fact that the price of rubber is as high in Britain as it is elsewhere.

The *New York Times* protests against the glaring inconsistency of the American Government in protesting against other countries fostering monopolies and maintaining high prices in view of the similar effects of high tariffs in America, and it recalls that American wheat growers and Cuban sugar planters were officially advised to restrict production so as to maintain prices.—*Reuter's American Service*.

DUTCH FLOODS.

BIG DYKE GIVES WAY.

Amsterdam, Jan. 8.

The Yael dyke, near Zalk, in the province of Overysel, is reported to have burst this morning and water is rushing in over Oldebroek and Polder, threatening a number of villages.—*Reuter*.

THE POPE'S MAGNIFICENCE.

His Holiness the Pope has given twenty thousand florins towards the flood relief funds. In order to prevent pillaging, the authorities have prohibited unauthorized persons using boats and rafts in the flooded areas of Polder, and have also permitted the police to use firearms when necessary.—*Reuter*.

TOKYO INCIDENT.

BRAZILIAN AMBASSADOR IN TROUBLE.

Tokyo, Jan. 9.

It is officially confirmed that this morning the Brazilian Ambassador attempted to cross a road along which the Prince Regent was about to pass on his way to the Palace after the annual troop review, but bystanders remonstrated with him, whereupon the Ambassador struck out.

Two policemen who endeavoured to intervene were injured by the Brazilian diplomat. It is understood that the Foreign Office is investigating the matter.—*Reuter*.

MOSUL QUESTION.

TURKEY WANTS A DISCUSSION.

London, Jan. 8.

The *Westminster Gazette* states that Chukry Kaya Bey, former Minister of Foreign Affairs, and President of the Parliamentary Committee, has declared that the Turkish Government is desirous of starting negotiations with Britain on the Mosul question and will request the Foreign Office for a concrete plan.—*Indopacific*.

RUSSIA & BRITAIN.

A TREATY POSSIBLE.

London, Jan. 8.

According to the *Daily News*, interviewed, declared that the Soviets are ready to conclude with Britain a Treaty similar to that with Turkey, which is not in the least directed against Britain, not including any military obligation.—*Indopacific*.

GEN. WU TE-CHEN.

DENIAL OF BOLSHEVIK INFLUENCE.

POWERS LIMITED.

General Wu Te-chen, who arrived in Hongkong yesterday by the s.s. President Grant, on the way back to Canton from the North, was interviewed just before he left Shanghai, by a representative of the *North China Daily News*.

"There is absolutely no truth in the allegations that Canton is Bolshevistic and is governed by Comrade Borodin and his Communists or that Gen. Chang Kai-shek (Commander-in-Chief of the Cantonese army) is 'Red,'" said Gen. Wu Te-chen.

Comrade Borodin was simply a political adviser to the Canton Administration, remarked Gen. Wu, and had no say in the affairs of the province at all. He might have some personal influence over some members of the Government but that did not mean to say that he dictated to the Government. "I am a member of the Government," said Gen. Wu, "but I am never governed by Borodin or any other foreigner." Borodin's position as political adviser gives him the right to make suggestions but it gives him no power in the administration. It is absolutely untrue to say that he is dictating to the government. Some individual may listen to his advice, but that is their own business. It is true that Communist propaganda is being spread in the south, but that also is carried on individual lines and not by the government.

No Real Bolshevism.

"Real Bolshevism," continued the General, "does not exist in Canton. There is peace and order in the province such as has never been experienced since the Revolution. Business is being carried on normally. If Bolshevism existed, all properties would be nationalized, as well as women, and all buildings and stores, etc., such as Sincere's and the Sun Co., would be seized by the maddened masses. The province would be in a state of turmoil. Referring to Gen. Chang Kai-shek, Gen. Wu Te-chen said that here was a man, who really had the interests of the Chinese people at heart. There was absolutely no truth in the allegations that he was a Bolshevik. His men were really well-trained, many had studied in the Whampoa Military Academy, and they were good and well-behaved fighters. Their actions did not arouse the antagonism of the people. Unlike other troops, they did not resort to squeeze and other illegal taxation. They only fought when forced to and then they generally were victorious. They wanted peace, they wished to maintain peace.

BALKAN PACT.

A YUGO-SLAVIAN SUGGESTION.

Athens, Jan. 8.

The Yugo-Slavian Minister here has informed the Foreign Minister that Yugo-Slavia is prepared to agree to the conclusion of a Balkan security pact and arbitration treaty on the lines of the Locarno Agreement, but that in order to ensure the success of the pact it is necessary firstly to clear up all outstanding Greco-Yugo-Slavian questions.—*Reuter*.

Bulls and Inners

From the Office Butts.

The s.s. President Jefferson made an extra knot when a Shanghai man was married on the trip down to Hongkong.

We see that Mr. Waterman is a possible candidate for the U.S. Presidency. His friends say he's all write.

We must express sympathy for the well-known resident, who saved his belongings from the fire but lost "a leg" and "an ace" shortly afterwards at the Club.

The blue goldfish recently discovered, were not the species which snap at one. On the other hand, their colour was due to a cold snap which they themselves suffered.

Funny how these people living in Greece seem to be always chewing the fat.

The gentleman who grumbled about the darkness of the Peak Tram, is apparently unaware that the "gin tram" is mostly always "lit up."

Some people are never satisfied. A lady who bought six pairs of corsets for a dollar, was overheard to remark, the next day, that she couldn't make ends meet!

Although oranges have not been so plentiful this season, everyone seems to have got the pip.

In the States, a judge declared that even a boot-black can be a gentleman. All the same, we doubt whether he would make much of a shine in polished society.

"A woman should be able to live on her husband's income," said a Marylebone magistrate. Suppose hubby must work overtime to earn another income for himself.

New Year Resolution—Don't be lazy and take chairs. Take taxis; they're quicker.

The New Year has proved that the high cost of giving is just as serious as ever.

Hongkong Buffaloes have their institute and Kowloon dogs their Home, but many residents are still searching for houses.

Jazz-coloured gloves are coming into fashion at Home. Local magistrates prefer white ones.

One difference between a church and a court in Hongkong is that you don't get turned out for nodding in the former.

Enquirer: No. We do not think that the origin of the perpetual "Out" notices has any bearing on the shroff question.

Another Resolution—Don't leave the office at four o'clock to play golf—leave at three.

There was a lot of hose in evidence on New Year's day.

In order to assist people who forgot to renew their season tickets, the Peak Tram Company might include a few date palms in the garden at the Lower Station.

An advertisement for prickly heat soap in a local contemporary reminds us that there's nothing like keeping ahead of the times.

Whilst more firemen would no doubt help to reduce fire risks, fewer outbreaks would be even more effective.

McWhirter lost his hair at the fire, but it was in his sporan.

It is claimed that a mastodon tusk was dug up near Middletown, N.Y., U.S.A. Fly they for got it all.

Talking of the share slump, a lot of men of straw have now passed their hey-day.

A man named Pelicano has just graduated as a doctor in London. The bird with the big bill, eh?

Some Hongkong married couples are inseparable. But then, we've no divorce laws here.

The other day we heard a man say he couldn't understand why people were willing to pay so much for a Rembrandt; an American car was quite good enough for him.

After trying to light the fire the other night, a local lady now wonders how it is that hotels burn so easily.

These calendars are all right, but what we want is one showing every day a pay-day.

Worst of being transferred to another Colony at short notice is that you're liable to ruin your digestive organs before leaving.

One way of preventing the telephone from annoying you is to fail to pay your bill for a couple of quarters.

New Year Resolution—Cut down cigarette smoking by half—and buy a pipe.

McWhirter, whilst commiserating with the Hotel Company in the recent disaster, deprecates the agility with which the chits were saved.

We never knew water to exert much pressure at any time during the holidays in Hongkong.

The fiction which local booksellers recommend, is nothing to that freely given by some of our recent fire-sighters.

Unless you want to be mistaken for one of these gay young things, tell your barber not to shave you too far up the neck.

Judging from the hospital returns, there has been some falling off in tramway traffic this festive season.

According to the *Daily Press*, it was suggested at the meeting of the Horticultural Society that "if they had plenty of pace at the show" some non-competitive exhibits might be sent along to fill up. A few specimens of the digicocktailitis, perhaps.

We're quite in favour of checking these false notes. Especially the bathroom variety.

"Rubber Rumours," reads a newspaper heading. Some of them certainly do get a bit stretched.

According to a contemporary, the H.K.V.D.C. Orders for the week state "Medical stories must be drawn on the Friday preceding." We trust not too long drawn out!

An "Engineering Correspondent" in the *Daily Press* vouchsafes the information that "concrete is not edible." We trust this is not a sly dig at somebody's Christmas pudding.

The left wing of the Kuomintang has decided to present M. Borodin with a loving cup. Provided if it can be borrowed in time.

Fish caught in Kowloon reservoir are really marvellous. They continue to grow after they've been dead for weeks.

The highest compliment a Hongkong man can pay his wife is that he would miss her almost as much as he would "Bulls and Inners."

The man who dropped a bottle of whisky on a stone floor says he got a "fall" on the head.

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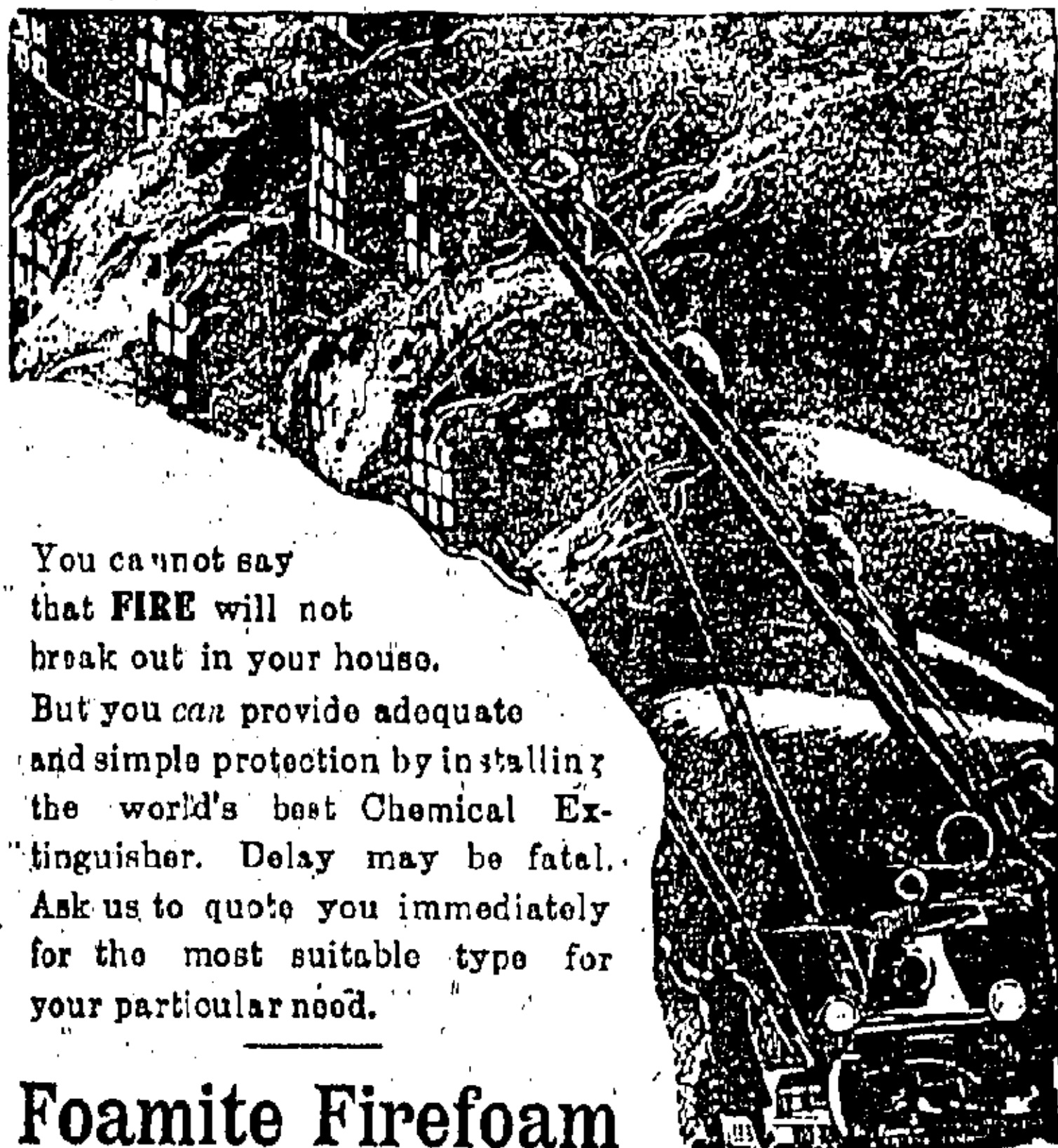
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SPIRITUAL FACTOR IN CIVILIZATION.

THEOSOPHICAL SOCIETY LECTURE.

The Law of Cause and Effect.

At the weekly public meeting of the Hongkong Lodge, The Theosophical Society on Thursday, Mr. H. E. Lanpart gave an address on "The Spiritual Factor in National Life," based on the recent Sydney lecture of C. Jinarajadasa, M.A., Vice-President of the World T.S. He said in brief:

The ideal which we preach and our practical application of it, show a great contrast. We profess our hearty belief in spirituality, yet the moment we present the ideals of Christ to a business man he says: "That is all very well but business is business, it is not practical." We believe in Nationalism, yet "each for himself, and the devil take the hindmost" is the perfectly frank gospel of the institutions of modern civilization. For as you think of God so is your conduct to man. The trouble with Christian civilization is that the God of Orthodoxy is a static God above the clouds. True reconstruction of life, true civilization will only begin when we realize that God is a Dynamic God, God the Worker, the Organizer. This Universe is not perfect. He has sent us into the Universe to bring His perfection out of imperfection. In His great scheme with the world He has need of all of us, of all races, all nations, of all stations, we all have a part of His work to do, to reveal His divinity in us, through us in our brother man. Even the humblest, most simple minded has his lawful place and right as a revealer of His divinity; all men and women are needed in the plan of God with their offerings of mutual service, be their capacity unequal, small or great; there need be no inequality in the spirit with which we offer.

Our Biggest Failure.

Our biggest failure in civilization is that we accept the teachings of our religious founders for the individual but not for the nation. But God is not mocked and that what we sow we reap. We have to realize the law of Cause and Effect; that an injury planned is as powerful as an injury done visibly, and whatever is done by the individual or by the nation, brings its effect for good or evil, and every physical, emotional and mental injury, whether in the name of individual or national necessity, brings in its train an evil Karma. The injury of one part of the community or nation is the injury of all. Being able to show millions in our budget we think that the nation is thriving, yet no one inquires how many men and women have lost golden opportunities in life during the year because none were given to them for self-expansion. We think nothing of that phase of life for we only see one part, the material gain. This is only one small portion of man's life, and to neglect the more real part of our existence is sure of painful reactions, which will bring home to us the lesson of the common interest of all for the wellbeing of all men, all races and all nations. It is in God's great scheme that men should step out of their own individual or national little selves and learn to work together for Him, for humanity as a whole. Business men are often suspicious of what is called collectivism or communism. They argue that the individual freedom will be handicapped. But there is a great spiritual principle which says that it is always better to find others with whom to work, even if slowly, than to work by ourselves and swiftly.

EXPLOSION ON BATTLESHIP.

CAUSED BY A MISFIRED SHELL.

San Pedro, Jan. 8

Five sailors were burned and bruised, but not fatally, in an explosion of a three inch gun shell on board the battleship Oklahoma. The shell misfired, but exploded when the breach was opened.—Reuter.

Links in the Chain.

We all are links in one chain, and the stunted growth of our fellowmen through lack of opportunity, for healthy exercise in service and expansion is sure to react on all. The opportunity for self-expansion given to every member of a nation comes back in increased opportunity for expansion for the whole nation. If we work with another, individually and nationally, in the name of God or humanity, we shall do more for civilization than we know. All these deals are especially needed today because the world spirit is attempting something magnificent now, and that is to bring the whole world to a realization of a collective life. The nations must step out of the darkness of individual life, and work together as one world, as one federation of peoples, no longer fighting or dominating each other as units with no common interests as human beings, but as the children of one God, as the embodiment of one glorious Divinity in all. One step towards this federation of the world is the federation of peoples called the British Empire. Whether we shall make a success of that Empire or not, God only knows, because if there is one thing certain it is, that the British Empire is not British, for four-fifths of it are the coloured peoples. But the one-fifth has not realized that fact, and yet upon their realization, and upon just and fair dealing from the minority which holds the power to the majority which is powerless will rest the success of that institution.

The League of Nations.

But side by side with that institution, which can be a tremendous power for good if we make a success of it, is the League of Nations. Another attempt is being made to bring the whole world together on a common foundation of humanity. Now, in this splendid attempt by the divine plan to federate the world, each of us is needed; not the least equipped man or woman or child soul but has something to give which is necessary for the success of the great plan, the revelation of his own divinity, by mutual service. It is an inspiring truth to know that man is invincible when he knows he can never work alone. It is the man and the nation who says "God and I," who serves God and His glorious scheme through all things, the God in him and in his brother man, who makes a success in life. Each of us can find our part in the divine plan. Seek peace, but peace in action. Change your spirit of life from asking things of life into a spirit of doing without. That is true national life where each individual recognizes that he must become the centre of divine radiance, so that God's will is mirrored in all the activities of men. All of us so greeting Him can make the perfect nation where God is the all, where God is known and served by all. Such a national realization is possible, if you and I will understand what we are and will do our part to reveal the hidden divinity in us and in our brother man, in our brother nation, without waiting for another to lead the way.

HUNGARIAN BANKNOTE SCANDAL.

Archduke Albrecht Resigns.

Budapest, Jan. 8.

As the result of yesterday's disclosures, the Premier, M. Bethlen, interviewed the Regent, Admiral Horthy to whom he reported in detail. The Regent expressed satisfaction at the manner in which the case was being conducted and hoped the enquiry would soon be brought to a successful conclusion. Meanwhile, the Archduke Albrecht has resigned the Presidency of the Hungarian National Union "on account of the incalculable damage to the interests and reputation of Hungary due to the plot," though he absolves the unions from implication in the conspiracy.

Plot Directed Against France.

Paris, Jan. 8.

Most sensational statements are being made in the French newspapers, which believe the Hungarian plot was specially directed against France and the Little Entente. The Crown ex-Princes of Germany and Bavaria and Archduke Albrecht are among the prominent personages accused of complicity.

The *Matin* says that the charges against the Hungarian Regent's aide de camp are most serious, and adds: "An enquiry will show how much Albrecht and the Regent, whose political complicity is no longer open to doubt, know of the crimes against the common law which the conspirators are committing."—Reuter.

HONGKONG HOTEL.

SUPPER DANCE

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Wednesday, January 13th, 1926,

8 p.m. to midnight.

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The whole of the proceeds from sale of tickets and all the profits in connection with this dance will be devoted to the benefit of the dependents of the late A. B. BATCHELOR of H. M. S. "HAWKINS", who lost his life whilst gallantly serving as a volunteer worker during the Hongkong Hotel fire on the 1st January, 1926.

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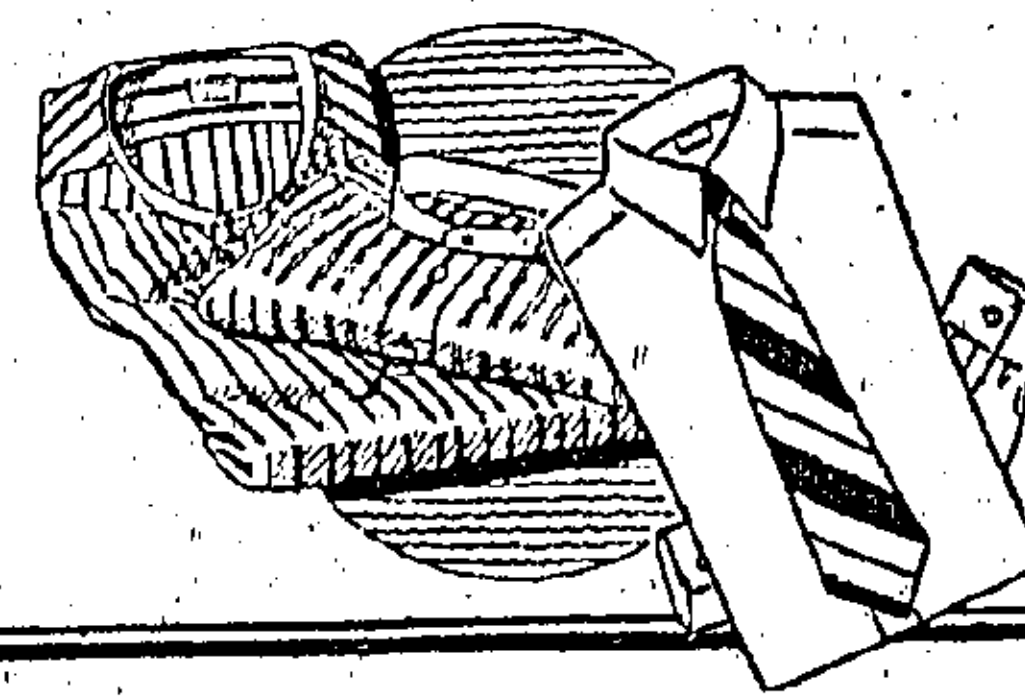
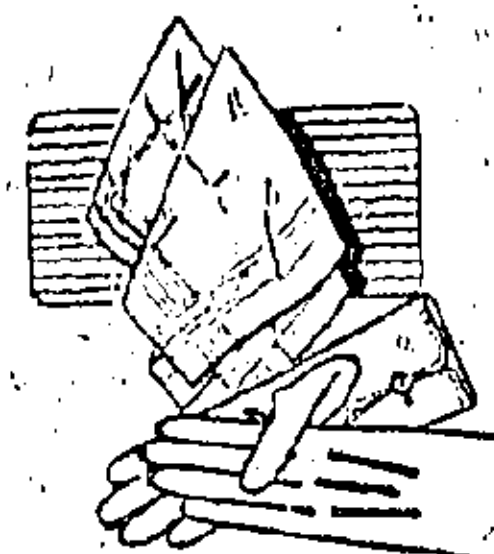
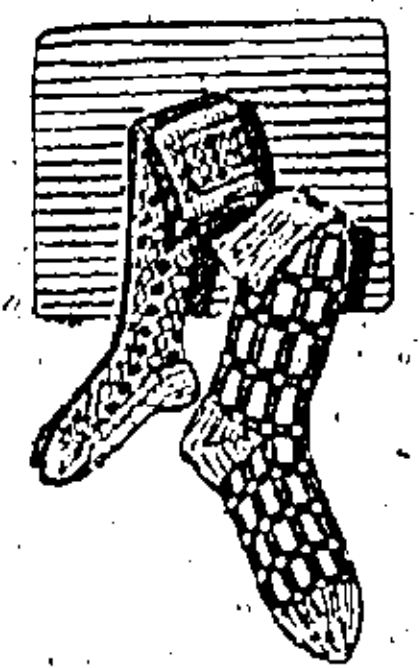
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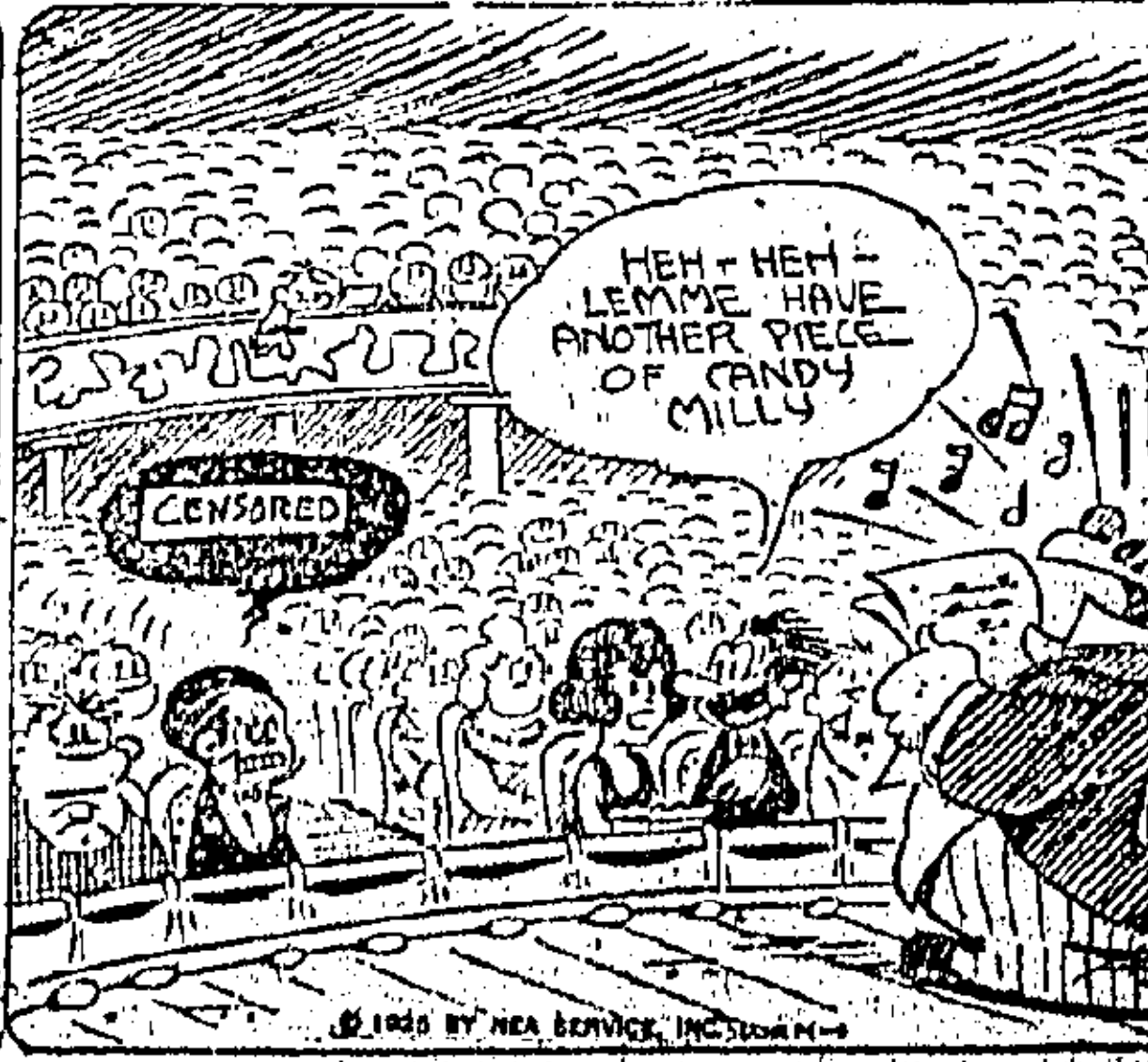
SALESMAN SAM.

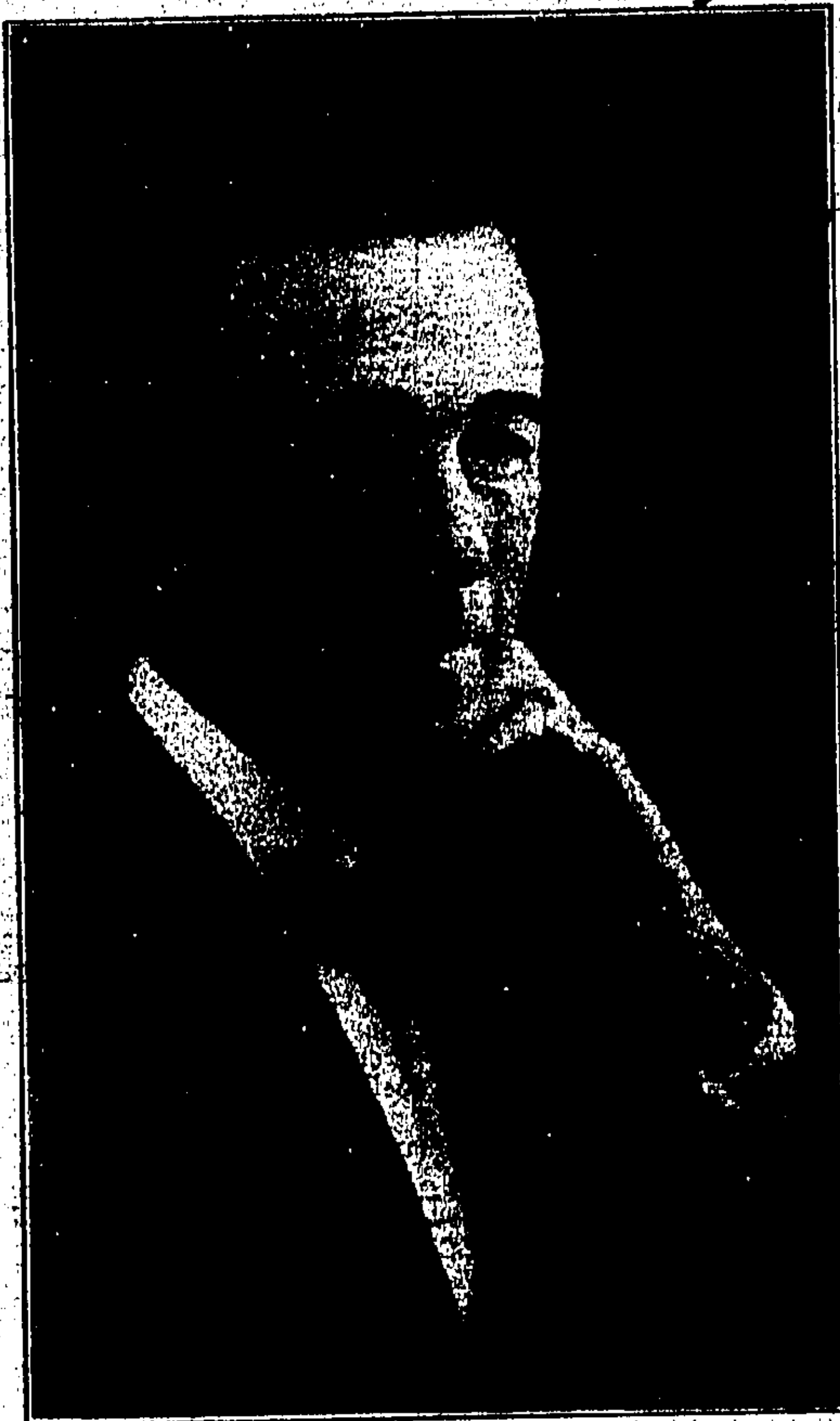
Why Salesmen Go Crazy

By Swan.



If you would see your children grow stronger each day—become rosy, plump and full of life—try SCOTT'S Emulsion, the mother's friend! Ask for SCOTT'S EMULSION





Studio portrait of the Hon. Mr. A. G. M. Fletcher, C.M.G., C.B.E. who left to-day to take up his appointment as Colonial Secretary of Ceylon.



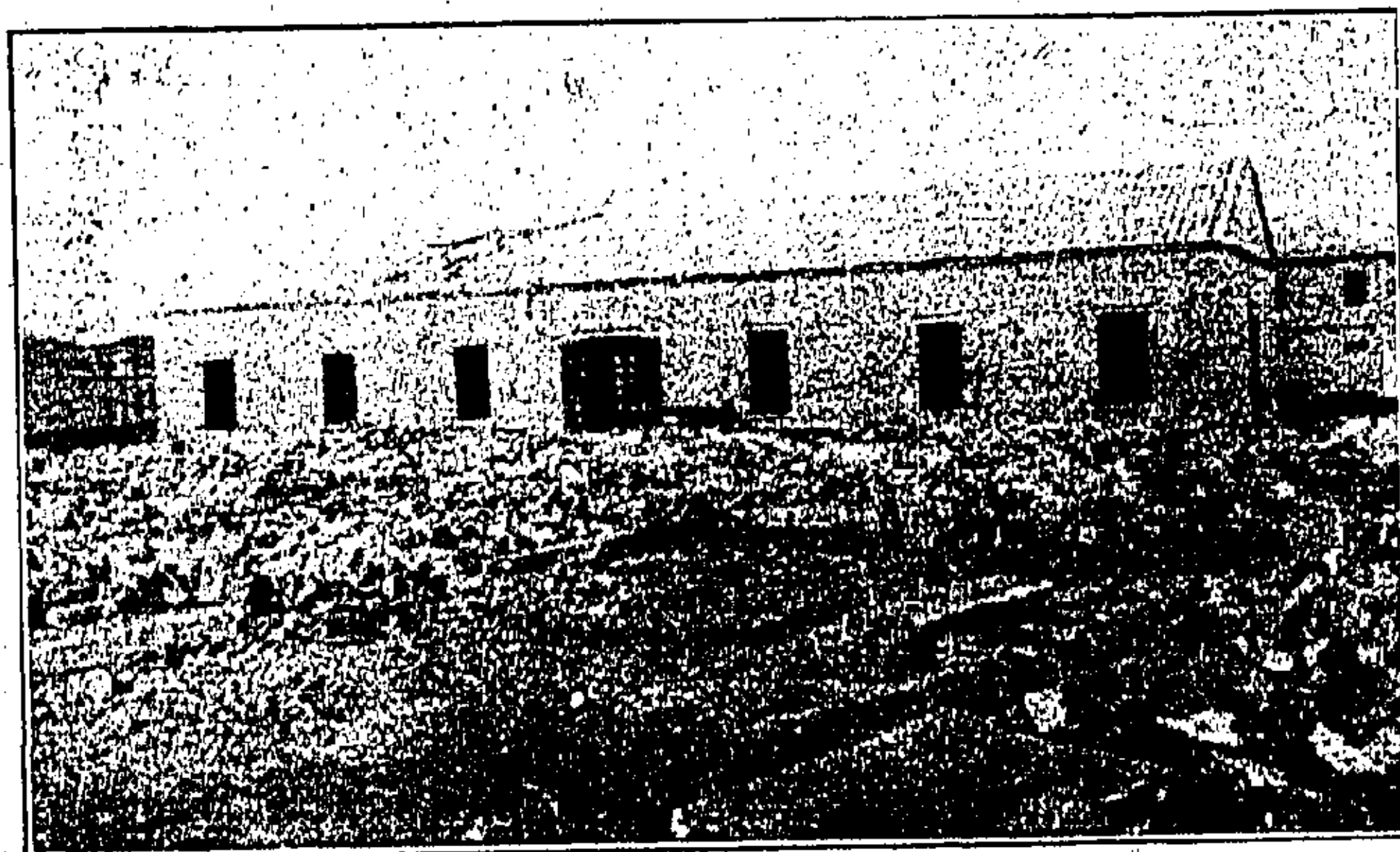
Wedding group taken on the occasion of the marriage of Mr. A. W. Harper and Miss Elizabeth Mary Mahony, which took place at St. Andrew's Church, Kowloon, on Saturday last. The bride arrived from the United States on New Year's Day. (Photo: Ming Yuen).



A ubiquitous Shanghai photographer seized the opportunity to get a good picture of a kerbstone restaurant. The quartette of hungry youngsters are too interested in the doling out of the delicacy to mind the cameraman.



On a recent Sunday morning, Shanghai residents awoke to find the district covered with snow. A fall before Christmas is not usual. The photographer snapped the Public Gardens before the sun had melted all the snow away.



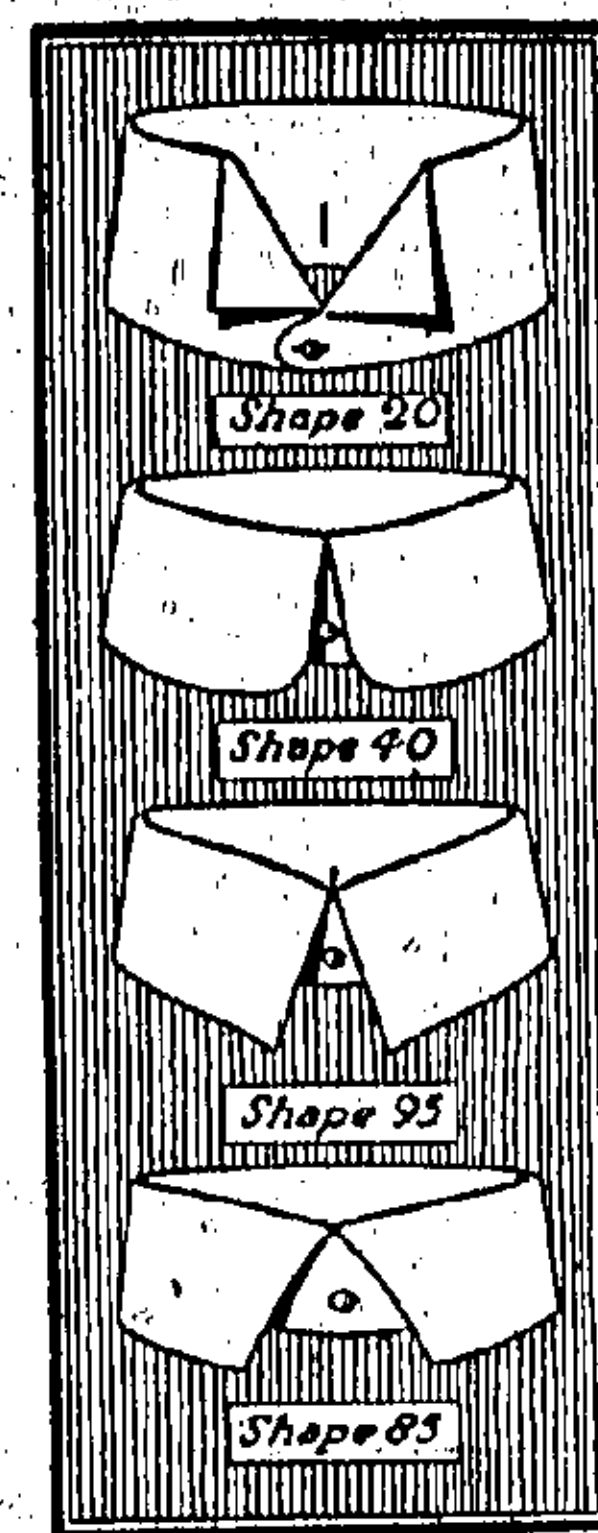
These two photographs were taken after the terrible explosion at a Macao cracker factory recently, by which fully 200 Chinese lost their lives. One picture shows the scattered ruins of the shop in which the explosion occurred, and the other shows mourners, with a priest, worshipping on the site. (Photos: Mr. C. S. da Roza).



This is Poland's new Premier, M. Skryzinski, who assumed office when the Galski cabinet collapsed.



Players in the golf match which took place at Happy Valley on Sunday last between the Junior Section of the Royal Hongkong Golf Club and the Kowloon Golf Club, and which was won by the Junior Section. (Photo: Ming Yuen).



"SUMMIT" COLLARS

Four popular shapes stocked in quarter-sizes from 14 to 17½

we allow 10% discount for cash

MACKINTOSH
— & Co., Ltd. —

MEN'S WEAR SPECIALISTS
Alexandra Bldg. Des Voeux Rd.

G. FALCONER & Co. (HONGKONG), Ltd.

UNION BUILDING (OPPOSITE G.P.O.)
WATCH AND CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.

A fine selection of English Jewellery, Sterling Silver Ware, Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts Heath Sextants, Night Glasses etc.,
Kelyin Navigational Instruments Stanley Drawing Instruments
Ross London Telescopes & Binoculars Weill's Theodolites, Levels etc.,

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855.

After Shopping

Either as a *rendezvous*, or a restful retreat after a busy day's shopping, Wiseman's new lounge has that personal appeal that makes all the difference.

Morning Coffee or Afternoon Tea daintily prepared and served.

Fragrant Coffee a Speciality.

Cafe Wiseman

One of the most treasured possessions of friends far away is a photo of their dear ones overseas. The Ming Yuen Studio is fitted with the most modern photographic equipment and will be pleased to show you specimens of their work.

THE MING YUEN STUDIO
(Battery Path.)

Official Photographers to the "H. K. Telegraph"

WHITEAWAY'S

WINTER SALE

Entire Stocks Included

Generous Reductions

Stock Must Be Cleared

A Special Offer of—

2,700 Yards of Cretonne

In good designs and colourings, suitable for Loose Covers, Curtains, Cushions, etc. 30 inches wide.

To Be Sold At

Half-Usual Price

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

NEW ADVERTISEMENTS.

ADVERTISE YOUR WANTS IN
THE HONGKONG TELEGRAPH which is
THE EVENING NEWSPAPER
WITH THE LARGEST
CIRCULATION

25 WORDS FOR ONE DOLLAR PREPAID
\$1.50 if not prepaid.

Advertisers should note that replies must be called for at this office.

GIVE THESE COLUMNS AN OPPORTUNITY TO ASSIST YOU.

The following replies are awaiting collection—

1314, 1320, 1342, 1409, 1375, 1376, 1384, 1385, 1392, 1418, 1397.

TUITION

SPANISH LANGUAGE TUITION—Students taught both Technical and Commercial Spanish, rapid method. Proficiency guaranteed in six months. The Spanish professor is a higher graduate of Madrid University. For particulars, apply Post Office Box 635.

PREMISES TO LET

TO LET—EUROPEAN RESIDENCES within easy reach of the City and the University, comprising 6 rooms, 4 bathrooms up-to-date sanitation, electric light, gas, as well as garage. These residences, on Mt. Davis Road, are nearing completion and will be ready for occupation at moderate rentals very shortly. Although within the City limits they are situated in a delightful locality possessing a glorious view, facing due South, they are free from fog all the year round, while in summer they enjoy pure and refreshing breezes, in marked contrast with the stuffy atmosphere around the harbour. Apply to the Hongkong Land Investment and Agency Co., Ltd.

TO LET—Self-contained flat in Arment Buildings, Kowloon, four large rooms, kitchen, servants' quarters &c. furniture and fittings may be taken over if required. Apply Post Office Box 609, Hongkong.

TO LET—European Flats in Nathan Road, Kowloon, with all Modern Conveniences. Apply to Karamally & Co., 5, D'Almeida Street, Hongkong.

TO LET—One European flat, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET—Two newly-constructed European houses, Magazine Gap, Motor Road, three flats, three large rooms each with kitchen, servants' quarters and bath room, fitted with flush system. Garages provided. Immediate possession. Apply Sang Kee, New Bank Building.

NOTICE

Having resigned from Messrs U. Spallinger & Co., I have accordingly surrendered my Power of Attorney from them.

ROLF JOHNSON.
4th Jan. 1926.

NOTICE

I have this day established myself under the style of R. Johnson & Co. as General Import and Export Merchants.

Address: Pedder Building.

ROLF JOHNSON.

4th Jan. 1926.

HONGKONG CRICKET CLUB.

ANNUAL TENNIS TOURNAMENT.

Entries may now be made for the various events.

Forms and full particulars can be obtained at the pavilion.

Entries CLOSE on Saturday, 30th January 1926.

L. S. GREENHILL,
Hon. Secretary.

CHURCH NOTICES

St. Andrew's Church, Kowloon
V. D. A. SUNDAY
8.15 a.m. Holy Communion.
11 a.m. Morning Prayer, and Sermon.
Preacher—The Lord Bishop.
2.45 p.m. Sunday School.
3 p.m. Bible Classes.
6 p.m. Evening Prayer and Sermon.

MARINE ENGINEERS' GUILD OF CHINA

HONGKONG BRANCH.

An Ordinary General Meeting will be held at the Guild Office Sailors' Home, West Point on MONDAY 11th January 1926 at 5 o'clock p.m.

BUSINESS.

Election of Members.
General.
W. J. STOKES,
Branch Secretary.

HONGKONG JOCKEY CLUB.

Third Day, 7th Race, 3rd March 1926

The United Services Cup.

Notice is hereby given that the conditions for this Race have been altered and should read as under:—
CONDITIONS. A Cup will be presented to the Winner with \$400 added. Second \$250. Third \$150. For China Ponies the "bona fide" property of and to be ridden by Officers of H.M.'s Regular Forces. "Polo Ponies" leased by Officers will, for the purpose of this Race, be considered as the "bona fide" property of such Officers. Catch weight at 160 lbs. Entrance \$5. Once Round (about 7 Furlongs 55 yards).

ITALIT

Gold Medal Asbestos Corrugated and Flat Sheets.

The only manufacture of its kind which has secured a gold medal.

STOCKS CARRIED

SHEWAN, TOMES & Co.

Import Department.
Sole Agents.

LAMMERT'S AUCTIONS.

IMPORTANT NOTICE.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on TUESDAY,

the 12th January, 1926, commencing at 10.30 a.m., at their Sales Room, Duddell Street (for account of the concerned.)

(Removed from Messrs. W. N. Powell Ltd's Store, Pedder Street, for convenience of Sale.)

A QUANTITY OF GENTLEMEN'S DRESS WEAR AND SUNDRIES.

Comprising:—

Washing Suits, Suits, Overcoats, Sports Coats, Pyjamas, Breeches, Waistcoats, Underwear, Shirts, Sweaters, Hose, Hats, Collars, Slippers, Ties, Day and Evening Dress, Linens, Sittings and Overcoatings, etc., etc.,

and

1 Suitcase (more or less damaged.)
On view from Monday, the 11th January, 1926.

Terms:—Cash on Delivery.

Lammert Bros.

Auctioneers.

Hongkong, January 1, 1926.

Mr. A. G. da Rocha

PUBLIC AUCTION.

By Order of the Mortgagee.

Mr. A. G. da Rocha has received instructions to sell by Public Auction on

WEDNESDAY

the 20th day of January 1926 at 3 o'clock in the afternoon at his Salesroom, D'Almeida Street Victoria, Hongkong.

THE VERY VALUABLE LEASE-HOLD PROPERTY.

situate at Conduit Road Victoria aforesaid and being Inland Lot No. 1528.

IN ONE LOT.

The area of the land is 20,000 Square Feet or thereabouts.

The property comprises the European messuage known as "Ranfurly" No. 11 Conduit Rd. Further particulars and conditions of sale may be obtained from the office of—

MESSRS. DEACONS,
1, Des Voeux Road, Central,
Dendro's Solicitors or
Mr. A. G. da Rocha
the Auctioneer.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. DE SOUSA.

HUGHES & HOUGH LIMITED.

GENERAL AUCTIONEERS,
IMPORTERS, EXPORTERS &
GENERAL BROKERS.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on TUESDAY,

the 12th January, 1926, commencing at 9.30 a.m., (interval between 12 noon and 2 p.m.) at Royal Army Ordnance Depot, Queen's Road East and Royal Engineers' Yard, Wellington Barracks and R.A.S.C. Yard.

The following Government stores:

Gunmetal, Lead, Brass, Steel, Wood, Lamps, Tents, Cordage, Hydraulic Jacks, Tools, Mosquito Netting, Medical Appliances, Blankets, Telescopes, Binoculars, Timber, Cable Electric, Electric Fittings, Empty Packages, &c., &c.

Catalogues can be had at the Chief Foreman's Office R.A.O.C. Depot or from the Auctioneers.

Terms of Sale:—Cash on delivery. All faults and errors of descriptions at purchaser's risk, on the fall of the hammer.

All lots to be cleared within 4 days.

HUGHES & HOUGH, LTD.

Auctioneers.

Hongkong, January 4, 1926.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction (for Account of H. H. Taylor, deceased), on

MONDAY,

the 18th January, 1926, at 5.30 p.m., at The Hongkong Jockey Club Stables, Causeway Bay.

The following Ponies:

Subscription Griffin "Auntie Eva" (Grey Mare) 13.1
Old Pony "Uncle Chick" (late Golden Chrysanthemum) 13.1
Old Pony "Uncle Gusenel" (late Auchenrooch) Dun 13.1
Old Pony "Uncle Albert" (late The Wasp) Chestnut 13.1
Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.

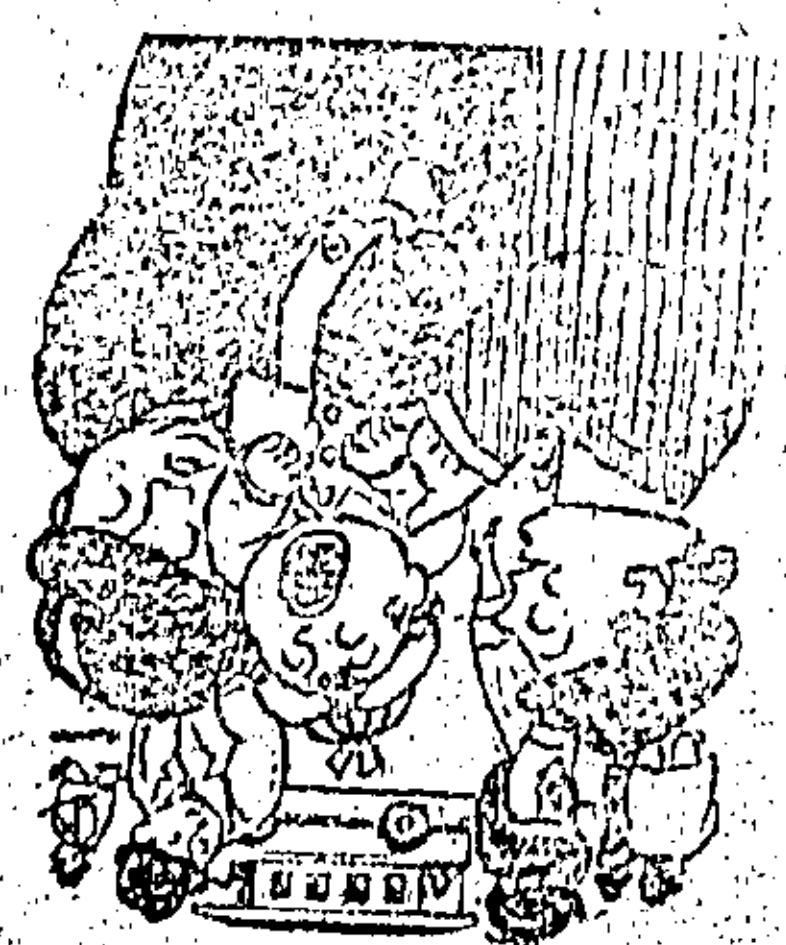
Auctioneers.

Hongkong, January 8, 1926.

INTERESTING RELIC.

FOSSILIZED EGG FOUND.

In the course of a study of the geological structure of the vertical section of a cutting by specialists of the S.M.R. Geological Institute, Dairen, at about 1 kilometre north of Changtu Station on the Main Line, they recovered a fossilized egg, 5 inches by 2 inches in diameter last spring. Subsequent researches made on the interesting relic have ascribed the fossil to have been that of an egg dating over 10,000 years back. The same fossil has been forwarded to the Tokyo Imperial University for further research. The fossil is filled with earth and has on the outside pieces of hard rock attached thereto and is perfectly fossilized. Still the shell itself remains almost intact. It was discovered in one of the strata technically known as sandstone, and judging by the surroundings, this very stratum evidently once constituted the surface of the earth, which by inference, is ascribed to either Early Diluvial or Later Tertiary Period, that is roughly calculated to be over 10,000 years ago.—*Manchuria Daily News.*



"Look! He has a tooth!"
"Despite the Americans!"—*Le Rire, Paris.*

A WALL STREET STALWART.

RETIREMENT OF JACOB FIELD.

New York, Jan. 2.—Wall Street has just lost one of its most daring and prosperous traders in the person of Jacob Field, better known as "Jackie," who announced his retirement by selling his seat on the New York Stock Exchange for \$152,000, a record price.

His gains and losses over a period of 58 years, 27 of which were on the floor of the exchange, have been registered in millions. During all this long period he won the respect of his fellow speculators for his cool daring and nerve, and his ability to think quickly and act just as quickly.

His health has driven "Jackie" out of the speculative market in which he has been a factor for so many years. He did not fully recover from a severe illness a year ago and continued ill health prompted the decision to retire definitely from business.

He started as a messenger boy many years ago, but he did not remain a messenger boy long. Within a few months of his plunge into the Wall Street maelstrom he was trading "On his own" in the curb market. Here he accumulated a stake and within a few years was a factor in the market.

Although he was in many deals with others over the long period of his activity, the most spectacular, and incidentally the most profitable of his tremendous operations, were entirely on his own hook. The amount of stock which Mr. Field could and did swing was tremendous. Many of his fellow traders underestimated his resources and tried to "slap" him with so much stock that he would simply take all stock offered and then proceed to bid up the market for more, if he was bullish, or offer more, if bearish.

VICTORY, AND DEFEAT.

One of the most tempestuous battles of his long career was with Jesse L. Livermore, in Baldwin Locomotive. Livermore, then known as the "boy trader" and with pig resources because of recent successes, started to sell Baldwin after Field had acquired a big "line" of it. Some in Wall Street say this line was about 100,000 shares and that it stood him around \$100 a share. Livermore who at that time made most of his money on the short side, decided the stock was too high and started to sell it, continuing to pour stock into the market up to \$110 a share. Field took most of it and added continuously to his line. The position became more difficult because Livermore had a big following in the market and when the word was spread about that he was selling Baldwin, many other speculators jumped into the market and helped him feed stock to Field. Field stuck to his guns and bought almost the entire capital stock of Baldwin Locomotive. Finally the offers on the short side became less and less frequent. Field sensed the weakness and began to bid for stock. Soon he had the bears bidding for stock with which they had tried to overwhelm the courageous trader. His profits in the deal were estimated at several millions.

Many times Field has recounted to friends the whipping he took in American Woolen, when that corporation was in the heyday of its success under the leadership of William M. Wood. Field acquired a large line around \$110 a share on what he considered grade A information. Later he ascertained that a pool in Woolen had unloaded its stock on him, and had given him the celebrated "double cross," and that the people who gave him the information had been selling stock to him. By the time he was able to retire and wipe his stock share clean of American Woolen it was close to \$70 a share and he had lost several millions.

His fortune is estimated at many millions of dollars.—*Associated Press.*

Mr. Cyril Davenport, a leading authority on such matters, says that the first English book printed on English paper was "De Proprietatibus Rerum," published 1495. The paper was made at Hertford by John Tate, who afterwards became Lord Mayor of London. The book is illustrated with outline woodcuts, and at the end are some verses, among which occur these lines—
And John Tate the younger doe
make this paper thyme.
That now in our English, this
book is printed lime.

SINCERE'S

WINTER

SALE!

Now On



To-night!

YOU must look even lovelier than he has dreamed—your hair gleaming—your eyes deep pools of glory—your arms warm ivory with never, never a trace of shadow.

X-BAZIN will give your arms—underarm and fore-arm—and your neck this immaculate beauty. Pleasantly, safely, almost instantaneously, this marvellous French depilatory removes superfluous hair. It leaves the skin smooth and creamy and does not coarsen, darken, or increase future growth. And it is scented—so very delicately. For his sake and your own—use X-BAZIN to-night, of all nights!

Manufactured by
HALL & RUCKEL, Inc.
New York, U. S. A.

X-BAZIN

Famous French Way of Removing Hair

Exclusive Agents for South China
R. H. KOTTEWALL & CO., P. O. Box 252, Hongkong



FREE 10-day test. Send the coupon

Cloudy teeth— dull teeth

How to make them whiter—quickly

The new way world's dental
authorities advise. What to do

THOSE whiter teeth that you envy. Don't think they are beyond you. You can now lighten dull and dingy teeth—make them gleam and glisten.

Modern science has discovered a new way. A method different in formula, action and effect from any you have ever used. This offers you a test. Simply use the coupon; it brings free a 10-day tube.

Look for film on your teeth—that's the cause. How to combat it

Look at your teeth. If dull, cloudy, run your tongue across them. You will feel a film. That's the cause of the trouble. You must fight it.

Film is that viscous coat which you feel. It clings to teeth, gets into crevices and stays. It hides the natural luster of your teeth. It also holds food substance which ferments and causes acid. In contact with teeth, this acid invites decay. Millions of germs breed in it. And they, with tartar, are the chief cause of pyorrhea. So dingy teeth mean more than loss of good appearance. They may indicate danger, grave danger to your teeth.

New methods now that mean greater tooth beauty plus better protection from tooth troubles

Ordinary tooth pastes were unable to cope adequately with that film. Not one could effectively combat it. Harsh grit tended to injure the enamel. Soap and chalk were inadequate.

Protect the Enamel

Pepsodent disintegrates the film, then removes it with an agent far better than enamel. Never use a film combatant which contains harsh grit.

Now modern dental science has found new combatants. Their action is to curdle film and then harmlessly remove it. They are embodied in a new-type tooth paste called Pepsodent—a scientific method that is changing the tooth cleaning habits of some 50 different nations.

Don't you think it worth while to try it for 10 days; then to note results yourself?

Send coupon for free 10-day test

Make the test today. Clip the coupon for a free 10-day tube. Or get a full-size tube of your druggist. Why follow old methods when world's dental authorities urge a better way?

Pepsodent

The New-Day Dentifrice

Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

THE PEPSODENT COMPANY,
Dept. Ch6-18, 1104 So. Wabash Ave., Chicago, U. S. A.

Mail 10-Day Tube of Pepsodent to

Name.....

Address.....
Give full address. Write plainly. Only one tube to a family.

TRoublesome COUGHS
can be speedily relieved by using

PINE TAR AND HONEY SYRUP.

Safe and Reliable for Children or adults.

To be obtained from—

THE COLONIAL DISPENSARY

Tel. C. 1877

14, Queen's Road, C.

CHINESE POTTERY.

STORY OF A GREAT COLLECTOR.

Few Londoners, I believe, are aware that an unpretentious house on Chelsea Embankment contains the finest collection of ancient Chinese pottery and porcelain in the world. It is the collection of Mr. George Eumorfopoulos, and some years ago Mr. R. L. Hobson, Keeper of the Department of Ceramics in the British Museum, set to work to describe it in a detailed six-volume catalogue. The first volume of this monumental work has now appeared, and it begins with a charming foreword by Mr. Eumorfopoulos himself.

"It was in 1891," writes the collector, "that I first became interested in Ceramics as a collector, but I then made what I now regard as a false start. I began by collecting English and Continental porcelain. To these a few pieces of Oriental came to be added, and as these grew in number it soon became clear that the European had to go." Since then, Mr. Eumorfopoulos's standards have grown ever more and more severe, and he now admires above all the pottery of the earliest dynasties; indeed, of the 530 pieces chronicled in the first volume the latest was made at least a thousand years ago.

As a collector of Chinese treasure Mr. Eumorfopoulos arrived at a fortunate moment. For his collecting has covered the period of the construction of the Pien-Loh railway, in the course of which many ancient tombs were opened, revealing pottery figures proved by inscriptions to have been made in the seventh and eighth centuries—known as the Tang dynasty—and pots deriving from an even earlier date.

TOMB FIGURES.

The tomb figures, of which the British Museum has some examples, represent horsemen, warriors, portraits of ladies, musicians, dancers, and so forth, and there are also quaint little models of houses, farm buildings, and cooking utensils. These things were included in the tombs in accordance with the Chinese religious idea that the dead should be surrounded by the people and objects that had surrounded them in life, or, in default, by images suggesting them. The examples in the Eumorfopoulos collection are of exceptional size and beauty, and one case contains no fewer than 13 important figures from one tomb, with an inscription assigning them to A.D. 728.

There is but one blank spot in this magnificent collection. Between the Tang period and the Sung (which will form the subject of the next volume of the catalogue) there was a period of some sixty years. During this time a peculiarly lovely form of porcelain—referred to by the Chinese as the porcelain of the Emperor Chai-Yao—was produced. Chinese writers say it was thin as paper, blue as the sky after rain, ringing to the touch, brilliant as a mirror, and dazzling as a precious stone. No single piece of this mystery has yet been discovered.

"Shall we ever be lucky enough to see a specimen?" asks Mr. Eumorfopoulos in the concluding passage of his introduction. Who knows? Perhaps one day, when some Imperial tomb of the tenth century is opened. Till then, with the true collector's spirit, Mr. Eumorfopoulos regards his collection as incomplete.—R. H. W. in the *Standard*.

U. S. BULL-FIGHTING.

STAGED FOR NEW YEAR'S DAY.

Tampa, Florida, Dec. 31.—A genuine bullfight with healthy, ill-tempered bulls and Spaniards with red pants will be staged here on New Year Day for the entertainment of the public. Various local organizations for the improvement of public morals and the humane society tried by every legal means to prevent the exhibition, but the authorities ruled that there was nothing fundamentally degrading or immoral about bullfighting.

The promoters agreed to the proposition that only harmless swords would be used and that the toradors would observe the rules of good sportsmanship and take no unfair advantage of the bulls.

POLAR EL DORADO.

FLOWERS IN THE FAR NORTH.

Professor Johnstone, the Liverpool Professor of Oceanography, continuing his series of lectures on the North Pole at the University, developed, recently, the idea he has already suggested of the North Pole as a health resort. He read a description, written by the explorer Stefansson, of Banks Island, the most northern part of the world. It told of a land full of valleys and fresh grass carpeted with flowers, of sparkling brooks, uniting into rivers of crystal clearness.

"There is, however," said the Professor, "one danger you would run if you went for a holiday there—a danger you would not have to fear if you went to a Swiss hotel—and that is scurvy." Yet even while it was difficult to obtain fresh meat, recent explorers had shown that it was comparatively easy to avoid scurvy. For the rest, the temperature at Banks Island was rather low, for even on a summer day it was not above freezing point. At the same time, he pointed out, there were people living quite contentedly in Central Asia in a place where the temperature during the winter goes down to 122 degrees of frost, and it has been proved that life can go on in temperatures considerably lower than that. The absolute zero beyond which life is impossible is a mere minus 459 degrees Fahrenheit. Bacteria put in liquid air at somewhere about that temperature "ceased to display any signs of animation," but they thawed out alive and well.

Finally Professor Johnstone spoke of the mystery of the Irish monks and the Norsemen who apparently found Iceland a happy home centuries ago. "It was certain that the climate of Iceland had changed, and several theories were propounded to account for it. One was that every 1,800 years, when the earth and the sun were in a certain position in relation to each other, the spring tides became exceptionally strong and the ancient ice of the North was broken up. Another was that the North Pole moved. "Now it is somewhere near Greenland; some day it might crop up in the middle of Africa." A doubtful theory, said the professor, but it was certain that the North Pole was moving slightly even now.

CRIME PROBLEM.

GIRL OF SEVEN STEALS DRESSES AND HATS.

A girl only seven years of age, who was declared to have committed a number of thefts, provided a baffling problem in child mentality for the Southampton magistrate last month.

"She was summoned on two counts for stealing various articles, including a dress, a hat, a handkerchief, a string of beads and a purse containing £1.

The prosecuting solicitor said the child presented a problem which he was glad the Bench had to solve and not himself. In spite of her youth she had been before the Court many times.

She had gone into Bridge Tavern public-house, entered a bedroom, and stole a £1 note and a purse from the bed.

TINY "DECOY."

She was anxious to buy sweets with the money but tried to get another tiny girl to go into the shop for her. The second child refused.

In another case she walked into a house and was found underneath the bed wearing some of the clothing belonging to the occupants.

On a third occasion she was found on the landing of an hotel after having stolen some articles.

The child's father admitted that he could not understand the girl. She had never stolen anything from home and, with the exception of a scooter, she had never brought anything home which she was alleged to have stolen.

The magistrate decided to adjourn the case for a week and to place the child under the care of a probation officer to see if arrangements could be made for her to be admitted to a home.

A child under the age of seven is deemed incapable by law of committing any offence.

This is one of the oldest principles of law, and old records which show that a boy of eight was hanged in 1629 for burning two barns add that "it appeared that he had malice, revenge, craft and cunning."

Brighten your Home!



AT DINNER

When the day's work is done, a well-lighted dinner table will contribute much to the charm of the home, and create the atmosphere essential to the fullest enjoyment of intimate family intercourse.

An ideal light for the dining room is provided by the Philips' Argenta Lamp. Its brilliant, even light makes for cheerfulness in every member of the company. Snowwhite napery and glimmering silver take on an added charm in its cheerful glow, and ease, comfort, and good fellowship prevail.

When you want a dinner party to be a success, the Philips' Argenta Light is essential.

Better light with

PHILIPS LAMPS

Apply to your Electric Dealer.

Wholesale Agents for Hongkong & South China.

HOLLAND CHINA TRADING CO.

DOMESTIC PUBLIC AND ECCLESIASTICAL BUILDINGS

Equipped with Leaded Stained and Painted Glass, Staircase and Landing Balustrading, in Carved Wood, Wrought or Cast Metals.

Lift Cages, Revolving Doors, Standard or Suspended Electric Lighting Fixtures, Reredosse, Altars, Fonts, and Memorial Panels.

**ARTS & CRAFTS
SHANGHAI.**

HONGKONG HOTEL

A Chinese New Year Eve

AFTER-DINNER
CARNIVAL DANCE

will be held in the

ROOF GARDEN

on

Friday, 12th February, 1926,

From 9 p.m. to midnight.

Fancy or Evening Dress Optional.

DINNER

(Including admission to Carnival Dance) \$4 per Head.

7.30 p.m. to 9.00 p.m.

Table Reservations should now be made.

Hongkong and Shanghai Hotels, Ltd.

*Use Electricity
for heating—
as it suits your purpose
and your pocket*

The extent to which Electric Heat can be used with economy varies in different districts.

Electric Heating and Cooking are developing rapidly and all the time becoming cheaper in consequence of the increasing demand.

ELECTRICITY is made from coal, often too poor in quality for any other use.

ELECTRICITY brings direct to you the heat of the coal, in a form ready for use without dirt or labour.

ELECTRICITY IS replacing all other means of Lighting and Power.

Electric Heating can be used to supplement older methods or in place of them, according to local conditions and to suit the user.

National Interests will NOT be endangered by the wider use of that universal carrier of Light, Heat and Power

ELECTRICITY.

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MORE SECRETS.

WHEN KITCHENER SOUGHT ARMS FROM U. S.

Further striking revelations concerning the Great War are contained in Volume III. of the "Life and Letters of Walter H. Page," published recently by William Heinemann, Ltd. (price 21s.).

Mr. Page, who died in December, 1918, was American Ambassador in London during the war.

In a letter to President Wilson, written only three months after the outbreak of war, Mr. Page makes the remarkable statement that, although the United States was then neutral, he had been approached indirectly by Lord Kitchener as to the possibility of his Government supplying England with an enormous quantity of arms and ammunition.

Mr. Page comments piquantly on what he describes as Lord Kitchener's amazing "cheek" in a letter to the President on October 16, 1914:—

The Chief of Ordnance of the British Army (Major-General Sir S. B. Von Donop) yesterday approached Colonel Squier, our military attaché, with his question, whether Squier thought there would be any use in soundings our Government on the possibility of procuring from it, or from anybody in the United States, 100,000 to 150,000 Springfield rifles and 5,000,000 rounds of ammunition.

Squier, of course, intimated his personal doubts, and kept the conversation on a purely tentative and personal basis, and he has brought it to me.

I think we shall hear no more about it, and I am sure the Foreign Office will never present such a question—certainly not unless the British cause come to some wholly desperate state such as the successful invasion of England, the complete crippling of the British Fleet, and the defeat of the Allied Army on the Continent—any one of which of course now seems wholly improbable.

It is very like Kitchener to have such a "feeler" put forward. His directness and "cheek" are amazing—very soldierlike and more. That man has a way of going after what he wants that takes your breath away. He is capable of forgetting that there is a Cabinet, a Government, Parliament, a declaration of neutrality; he is capable of forgetting everything except that there is an enemy.

This incident is, I am sure, a flash of Kitchener's forgetfulness—nothing more.

TO END WAR.

Although apparently surprised at the suggestion that his country should assist England in this manner, Mr. Page himself, in another letter to the President written on the same day, October 16, 1914, appears to support it by broaching a remarkable scheme of compromise between neutrality and open war that he thought might end the great conflict.

He suggested that America might say to England:—

"Now you wish to end militarism. Very well. We'll recall our neutrality, we'll sell you guns and ammunition, we'll sell nothing to Germany, if necessary we'll let our citizens volunteer in your Army; you may have our Navy if you need it; now, what abridgment of armaments will you make after this war if we thus help end it?"

Perhaps we could drive a bargain in that way and really reduce the armaments of the world—and end the war almost at once. For, if we stopped all shipping to Germany and gave England arms, peace would come quickly.

If we turned the proposition around and offered to aid Germany, apart from the trouble of getting our aid to Germany, we should only strengthen militarism in Germany, and, consequently, everywhere else, and the same race in building armies and navies would go on as before.

Mr. Page tells a remarkable story of how, early in 1915, the English caught a German spy and discovered his superior's address in Holland, and the kind of invisible ink the spy used. He says:—

They have ever since made the spy write letters to his chief which they (the English Intelligence officers) dictate. When the answers come the Intelligence officers open them. In this way they keep up a useful correspondence with the German head spy. A little while ago they made

LIFE-SAVING DRUG.

CLAIMS FOR NEW DISCOVERY.

A new life-saving drug, which, it is claimed, will have a profound effect on the work both of the specialist and the general medical practitioner, will shortly be used extensively in medical practice.

The substance is termed alpha lobelin. The herb, lobelia inflata, from which it takes its name, was first discovered in America, and was described by the personal physician of James I.

It was, however, for a long time in disrepute, until in 1925 Dr. Henry Wieland, Professor of Chemistry in the University of Freiburg, succeeded in isolating the alkaloid alpha lobelin in a crystalline and pure form.

Lobelin possesses the power to speed up breathing to a remarkable degree.

One of Professor Wieland's patients was subject to spasms, which interfered with his ability to breathe, to the point of asphyxiation. The injection of lobelin directly saved his life on three occasions.

Other uses claimed for this extraordinary drug are:—

To prevent the patient from falling into a state of coma in cases of severe morphia poisoning. To revive respiration during operations.

When breathing has stopped owing to pressure of a blood clot on the brain.

In cases of coal gas poisoning. To assist infants at birth to begin breathing normally.

The drug has been used in practice in Germany, and in the United States by pupils of Dr. Wieland, and certain medical authorities in this country are advocating its use in hospitals and private practice.

QUICKSILVER.

ITS MANY USES.

Mercury, or quicksilver, is not only unique in being the only metal that is liquid at ordinary temperatures, but its properties give it an importance in industries altogether out of proportion to its small production. Its peculiar value is due to applications for which no substitute is available or satisfactory.

It enters largely into the manufacture of drugs and chemicals, as fulminate, it is still the chief detonator of gunpowder and high explosives, its sulphide is the brilliant red pigment vermilion, and its nitrate is used to roughen the hairs in the manufacture of felt hats, the oxide is the base of anti-fouling marine paints, and the metal and various compounds are employed in electrical apparatus, scientific instruments, the amalgamation of gold and silver ores, cosmetics, and scientific experiments.

In a bulletin of the U. S. Bureau of Mines, L. H. Duschak and C. N. Schuette note that the production of mercury has been given less attention than the more abundant metals, low grade ores offering opportunity for improved treatment. The richest mines, those of Almaden in Spain, have ores averaging 6 or 7 per cent of metal while some ore bodies are stated to yield as high as 25 per cent, but in the United States, which supplies about a fourth of the world's total production, most of the mercury has been extracted from ores containing less than 10 pounds to the ton. In 1850 to 1923, the United States production was 2,426,000 flasks, or 73,600 metric tons, worth \$120,500,000. Of this California yielded 2,195,000 flasks, and the remainder came from Texas, Oregon, Nevada, and Arizona.

their captive spy write to the Germans that the English and French were about to land a big army at Antwerp. It was judiciously whispered in the clubs that a great force was going to Antwerp. For two days the boats to Holland were stopped—the passenger boats, I mean.

Every man whispered to his neighbour: "Troops going to Antwerp, you know."

The daily papers one morning contained a mysterious paragraph about an Allied Army landing somewhere.

The Germans, of course, got the story, and withdrew a considerable body of troops from France and rushed them to Antwerp.

Then the English and French made their big "drive."

STEAMER FATALITY.

SINKS WITH MORE THAN 100 ON BOARD.

Last week a great steamer fatality took place in the Han River, writes the Wuchang correspondent of the North-China Daily News on Dec. 21. The launch Mei-Lung, belonging to the Han Hsiang An Company sank in the river near to Han-Chuan with more than one hundred passengers on board, and hardly a person was saved. The cause of the tragedy was simply overloading. Quite a large number of native steam-launch companies now ply up and down the Han and they all recklessly overload, the marvel being that accidents of this kind are not more frequent.

At present, the natural result of greed and carelessness having actually taken place, a great deal of popular indignation is being directed against the Han Hsiang An Co. Compensation for all the families of the deceased is expected to be demanded, and the Chinese Chief Commissioner of the River Customs is asked to deprive this company of the right to run launches. Already 70 dead bodies have been recovered from the river near to Hanchuan. This work is being done by the river-police and the local Benevolent Societies, and a reward is given for each body that is recovered.

CLIMATIC CHANGES

VOLCANOES IN ALASKA.

Anchorage, Alaska, Dec. 31.—The return of volcanic activity to Mt. McKinley is one of a series of volcanic phenomena in which many observers see the promise of radical permanent climatic changes in Southern Alaska. Since Mt. Shishaldin of the Aleutian group, was in eruption on November 11, this region has experienced a springlike November and December unparalleled in the memory of the oldest inhabitants.

Seattle, Wash., Dec. 31.—The Aleutian Island volcanoes, Katmai, Pavlov, Gakushin, Shishaldin and Vezdrov are emitting smoke again according to advices today from Alaska.

WHEN THE DAY WORK

IS DONE—

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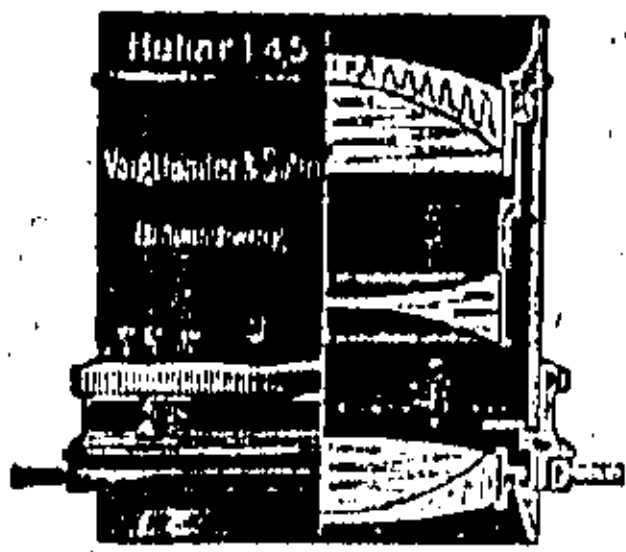
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- { Underneath the Yum Yum Tree. Why Is Love?
- { Somebody's Crazy About Me. Charleston Baby O'Mine.
- { Cecilia—With Vocal Chorus. I Can't see the Beautiful Sea.

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French Cakes and French Chocolates made by "Albert" himself.

Nice selection of French fancy boxes just arrived from France by the "Andre Lobon."

WORLD OF RADIO.

EUROPEAN BROADCASTING REVIEWED.

Although broadcasting may be said to be firmly established in Western Europe, it has not yet received that full measure of public approval and support which it has in this country, writes "Wireless Engineer" in the *Manchester Guardian*. The unified control which marks the chain of British broadcasting stations is absent on the Continent, though a welcome movement to establish some technical uniformity is the Committee which recently met to allocate wave-lengths so that as little mutual interference as possible should result.

The enterprise of the British manufacturer, supported as it has been by the public demand, has produced a range of broadcast receivers which are far ahead of those obtainable on the Continent, where the receivers available are comparable with the majority of those on sale in this country two years ago. Not only is this applicable to the design but also to the manufacture, which is far below the British standard, and very little attempt appears to have been made to produce broadcast receivers which shall appeal to the non-technical public who, not being interested in the scientific aspect, at the same time are desirous of listening to the broadcast programmes.

Very little attention has been paid by Continental manufacturers, except in occasional isolated cases to the external appearance of the apparatus. This is very noticeable when contrasted with the many British models on the market here, which, although excellent as wireless apparatus, are handsome pieces of furniture such as will not clash with the surroundings in which they may be placed.

It is obvious, of course, that the demand on the Continent is for a different type of set to that which is in greatest demand in this country, where, to a very large extent, the programmes may be received on a crystal set. On the contrary, the Continental stations are much more widely separated, and for the greater part receivers for use there must be capable of a longer range than is necessary in this country, though many British models fulfil the necessary requirements. Some attempt has been made to capture this market, more particularly by the sale of component parts, the superiority of British over Continental components being most marked, but there is a big field awaiting invasion.

EXTENDED USE OF VALVE.

The extension of the use of the valve to the development of scientific instruments with a wide field of application is a matter of much interest. Advantage has been taken of the amplifying properties of the valve to develop instruments, particularly for medical use, which amplify minute sounds and movements so that their character may be studied. This is a field which may be expected to develop into one of increasing importance as various applications of this principle are made.

The successful installation by the Marconi Company of modified "public address" system in the House of Lords has opened up and demonstrated the possibility of applying a "public address" system, modified, of course, to the requirements of any particular hall in order to remedy poor acoustical properties. The possibility of doing this has, of course, been evident for some time, but the installation in the House of Lords has

BIGAMY SPECIALIST.

TEN YEARS FOR TEN BRIDES.

London, Dec. 18.—George Leslie, 64, but alert and full of fun, was sentenced to 10 years penal servitude at Leeds for entering his tenth bigamous marriage.

He is suspected of 20 more such marriages which could not be proved. He was found to have been engaged to more than 500 girls before he retired, and had a collection of 4,237 love letters which the police seized.

Leslie, under several aliases, had married women all over the United Kingdom since he began to branch out about 20 years ago. He made a tidy living by obtaining money from his wives and sweethearts. Some of them had been contributing to his support for years and he was carefully investing the money in good bonds.

Most of his victims discovered their mistake before they had lost everything, but Leslie's landlady in a London suburb was astounded when she found out why he had not been at home for several days.

"He was such an awfully nice man," she said.

JAPANESE CLAIM.

SUBMARINE LIFE SAVER.

Tokyo, Dec. 30.—Human lives, imprisoned beneath the sea in submarine disasters, may be saved if a new invention now in use by the Japanese Navy proves the success its inventors claim it to be.

The invention is known as the "bracket" and details of its construction are still a secret. Tests have been carried out, however, by the special service ship Asahi, commissioned with the work of rescuing submariners in trouble. Japanese naval officials, it is said, are convinced that the device will prove of inestimable value in minimizing loss of life in submarine disasters. Patents for the device are being sought and until all patent rights are fully protected the secret of its construction will be guarded.

given an added impetus in this application.

Attention has been drawn to the possibility of broadcasting power. Purely from considerations of the energetics of the problem of broadcasting power on a commercial scale, it is easy to see that, to say the least of it, its occurrence is extremely improbable. Even assuming that power of sufficient magnitude could be successfully and efficiently radiated from an aerial system, it would be radiated in all directions with an intensity at a given point, falling off very rapidly with an increase in its distance from the transmitting aerial, so that only a small fraction of the radiated power could be absorbed in receivers. It might be argued that between selected points the technical difficulties might be greatly diminished by the use of the beam system of transmission, although even in that case the difficulties to be overcome are enormous. Commercial considerations show the impracticability of such a scheme. Examination of other power-transmitting systems which are already in existence shows the necessity for an automatic regulation of supply and demand which would be entirely absent in a radio method of distribution.

FIRST FLIGHT.

IMPRESSIONS FROM THE AIR.

I think what impressed me most on my first flight across Channel were the precautions taken to ensure the comfort and safety of all air-borne civilians, writes a lady contributor to a London paper.

Every passenger and his luggage is weighed before either goes aboard the machine. The pilot and his assistant are both fully qualified experts. Everything is provided for the comfort of passengers—even to lunch boxes and cotton wool for their ears, for the noise is terrific—a defect, however, which will be remedied as air travel progresses.

It is impossible to feel nervous; everyone is so matter-of-fact in the aerodrome waiting room buying postcards of the pilot and the machine, clutching their newspapers and magazines, their passports and their lunchboxes.

When you pass out of the waiting-room after the weighing and the inspection of passports, you

cross the field to where the plane stands with its three propellers whirling—and you are probably not nearly as thrilled as you thought you were going to be. You mount a little step-ladder and come into a tiny compartment like the interior of a bus or a railway carriage; the luggage is stowed in the front of the machine in a kind of cupboard; there is a cloakroom at the end.

If you fear air sickness you make for the centre of the machine, over the wings, as being the steadiest part. In addition to the toilet accommodation so cleverly contrived on the plane, there are receptacles for anyone who insists on being air-sick, but on a calm day the machine is as steady as a train—steadier than some trains, and once the plane is up you may move about if you wish to.

IN THE ASCENT.
You do not realise that you have left the ground until you look out of the window and observe the earth receding. For a moment, perhaps, you regret coming. The earth seems to be rushing away at such terrific speed, and in the ascent the

machine has a nasty little habit of dropping a few feet every here and there.

But you soon get used to riding above the earth instead of on it. Once the machine has reached the required height it is perfectly steady, and you begin to take an interest in the landscape.

The moment the plane approaches the sea there is a noticeable change in the temperature, and you put on a wrap or turn up your coat collar. You cross the Channel in a quarter of an hour. Then the sand dunes that surround Calais appear, and soon you see the great forests of the North of France.

Surprisingly soon you are over Le Bourget, and, given a good day, there is far less sensation in the descent of the plane than in the ascent. You remove the cotton wool from your ears and step out of the plane.

It is good to be free of the rear of the machine and the smell of the petrol, and to stretch your cramped legs again, but you realise that two and a half hours ago you were in London, and here you are in Paris, safe and sound, and perfectly fit.

For a Clear Healthy Skin use Zam-Buk

THE simplest and quickest way to rid the skin of rashes, eczema, itch and all soreness and eruption is to apply Zam-Buk two or three times a day.

Pain, itching and inflammation is quickly subdued, and impurity is thoroughly drawn out of the skin by the Zam-Buk treatment. Proper perseverance with Zam-Buk is found to bring the most troublesome and unhealthy skin back to perfectly clear and healthy condition.

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where all the worst skin diseases have their roots. For eczema, Dhoobies' itch, prickly heat, impetigo, ringworm, poisoned wounds and sores, leg ulcers and piles, Zam-Buk is the unrivalled cure. Also for perfect healing of cuts, scratches, burns, scalds, insect bites, sore feet, etc., keep Zam-Buk always handy.

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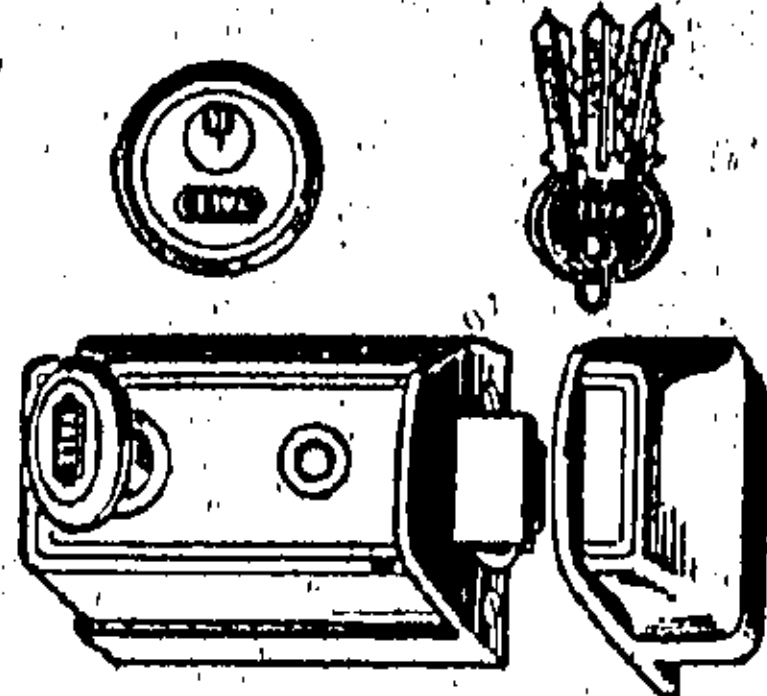
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DEATH.

Ross.—On December 30, 1925, at the General Hospital, Shanghai, Chin Tai Hee, the beloved wife of the late C. M. J. Ross, of the Customs Service.

The Telegraph

SATURDAY, JAN. 9, 1926.

SHANGHAI'S "AFFAIR."

In many respects Shanghai has been more fortunate than Hongkong in the present Chinese trouble. Whilst threatened several times with serious disturbances owing to its proximity to the campaigning ground of warring troops, the northern port has an unchallengeable position as an entrepot for the whole of North China's trade, and we doubt whether the financial losses of Shanghai commercial men have been so severe that they cannot be made up by an early return to business. Indeed, much of the normal life of Shanghai has already been resumed. This is the more interesting when one observes that the spark which set alight the blaze of anti-foreignism in China was struck at the Northern port on May 30, the tragic day when rioters were shot by foreign-controlled police. That incident has apparently been suffered to fester in the Chinese mind, for we find that seven months have gone by and no settlement has yet been reached. In that, the events in question assume an importance quite beyond what would ordinarily have been the case, and we believe those responsible for finding an amicable solution are becoming considerably worried by their persistent failure.

Perhaps the most peculiar aspect of the May 30 affair has been the developments following, which cannot be said to have contributed to the general dignity of most people concerned, nor to have placed international diplomacy in a very favourable light. After a representative meeting of foreign delegates, a report was issued which, for some obscure reason, was not suffered to become public until quite recently. Naturally enough, this secretive procedure led to harmful innuendoes and considerable loss of "face" for the Powers concerned. Then came the judicial inquiry, conducted by a British, an American, and a Japanese judge, and sedulously boycotted by the Chinese. The report of that inquiry was also subject to delay

before it was issued, but its recent publication has seemingly not served to mend matters in the least. The criticism of one of the judges, which we partly reprinted from a Shanghai contemporary yesterday, serves to indicate the disappointment which the foreign community in the North, and probably elsewhere, must feel over this effort obtaining apparently no better results than a damp squib. Certain resignations have occurred in the police force concerned with the shooting, and a large sum as compensation has been tendered to the Chinese authorities for distribution among the dependants of the victims. This money has been declined. Obviously the position remains in practically the same unsatisfactory state as ever. It is Shanghai's "affair", but far more than merely Shanghai's affair, and, though only one of the incidents of a tragic period, it is one that calls urgently for settlement and a decent obituary notice.

The Water Supply.

Statistics regarding the Colony's water supply, showing the position on the first day of the present month, disclose a marked falling off in the contents of reservoirs as compared with the situation a year previously. On the date named, five out of the six reservoirs on the Hongkong side were well below the overflow mark; the only exception being Tytam Intermediate, where there were just four inches above. Looking at the matter from the standpoint of water actually in storage, we find that reservoirs on the Hongkong side when the present year opened contained about 335 million gallons less than was the case on January 1st, 1925. Turning to Kowloon, the figures show that there was a decline of twenty million gallons as between the two dates, despite the fact that this year there were 82 million gallons stored in the Shek Lai Pui reservoir, which was not in existence twelve months ago. It is when we come to look into figures like these that we realise the necessity for conserving supplies, especially as, in the normal course of events, not much rain can be expected for some considerable time to come. It is hard on those living in rider main districts to have to be put on a restricted supply, but this will be periodically unavoidable until the new and larger sources are rendered available.

The Banknote Forgery.

One imagines from the seriousness of the matter that we have yet to hear very much more of the colossal banknote fraud which was being engineered by some of Austria's leading political personages, and it is easily conceivable that France, the country which was going to suffer most by the putting into circulation of false notes of a face value of twenty-five million francs, will ask a few pertinent and awkward questions of the Budapest Government. The bright spot is that the Hungarian Premier, on learning of the plot and of the means by which its financial cost was going to be met, ruthlessly exposed the whole thing. A political coup d'état was being prepared in Hungary, and in order to pay those whose help was being enlisted, huge quantities of French bank notes were forged with the cognisance and assistance of many highly placed Hungarian officials. Such a proceeding must, surely, be unprecedented in the annals of European politics, and the effect of it will undoubtedly be widespread and serious. Some of the names involved are of personages of the highest rank, and one wonders how the schemers could have hoped for the eventual success of their political scheme seeing that their offices (if they had secured power) would have been gained in a discreditable manner. Political machinations are, at all times, liable to lack a high moral tone and many unprincipled expedients are doubtless resorted to by those whose careers and lives depend upon the retention or gaining of political power, but we have yet to learn that there is any parallel in history for the wholesale forgery of another country's bank notes by a penurious clique seeking to pay for a coup d'état against a foreign nation.

DAY BY DAY.

IN CHARACTER, IN MANNERS, IN STYLE, IN ALL THINGS THE SUPREME EXCELLENCE IS SIMPLICITY.—Longfellow.

The opening rate of the dollar on demand to-day was 2s. 4.9/16d.

Mr. and Mrs. P. H. Suckling returned from Shanghai by the s.s. President Grant.

The Empress of Australia, which left Yokohama at 6 a.m. to-day, is due here on the 16th instant.

It is notified that the name of the Wo Hing Navigation Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Dr. O. F. Lubatti to act as Monopoly Analyst and as an Assistant Superintendent of Imports and Exports.

Work on the tomb for the late Dr. Sun Yat-sen in Nanking will begin shortly, Messrs. Yao Shin-kee having been selected by tender for its construction, says a Shanghai report.

The s.s. Wai Ching on her arrival in Hongkong, reports sighting a large junk, bottom up in Lat. 22.23 N., Long. 114.59 E., on January 8th at 9.30. The wreck is a danger to shipping.

Mr. Lewis S. Gannett, associate editor of *The Nation*, a weekly published in New York, is visiting Hongkong. He has been in Canton for the last two weeks studying the political condition there.

The following members of the Court of the University of Hongkong have been appointed for a further period of three years: Messrs. D. G. M. Bernard, H. B. L. Dowbiggin, M. P. Talati and J. R. Wood.

His Excellency the Governor has appointed the following gentlemen to be members of the Pilotage Board for 1926: The Assistant Harbour Master (President), an officer of the Royal Navy, Mr. G. D. M. Arthur, Mr. C. B. Riggs, and Mr. Henry Neave.

His Excellency the Governor has appointed the following medical practitioners as members of the Committee to assist the Government in the management of the Peak Hospital during the present year: Dr. W. V. M. Koch, Dr. S. S. Strahan and Dr. J. W. Anderson.

The Hon. Mr. A. G. M. Fletcher, accompanied by his wife, left by the P. & O. liner Macedonia to-day to take up the position of Colonial Secretary in Ceylon. A large number of friends gathered at Queen's Pier to see him off.

The Harbour Master notifies that information has been received from the military authorities that artillery practice will take place from Stanley Peninsula in a south easterly direction on the 13th, 13th and 14th, January. All junks, ships, and other vessels are to keep clear of the range.

At the annual election of directors for the Chinese Y.M.C.A. Board last evening, the following were chosen for the term of three years: Mr. Kwok Chin of Wing On Company, Mr. Wong Kwong Shun, Mr. Ng Yu Det, Mr. Wong Wei, and Mr. Ngan Kwan Yu. Mr. Wu Kai Yin was elected for one year to serve the unexpired term of Dr. Wen Mai Kai, who has resigned.

A further robbery is reported from Tsau Wan Au village. Six men, three being armed with revolvers, entered a house on Thursday night, and while two guarded the woman who occupied a cubicle, the others searched the house. They stole \$100 in money and clothing and jewellery to the value of over \$350. Before leaving, they kidnapped a Water Police seaman who was in another part of the house.

Music-lovers will have an unexpected treat to-morrow (Sunday) evening at the Queen's Theatre when, in addition to the picture programme, the fine symphony orchestra of H. M. S. Hawkins, under the baton of Bandmaster C. T. Mansfield, will give a number of selections on the stage with some very beautiful lighting effects. The management request patrons to be in their seats punctually at 9.15 p.m. as the orchestral concert will start the performance.

LOCAL YACHTING.

A BUSY WEEK-END.

There is a busy week-end before local yachting enthusiasts. To-day the championship races will be resumed and the yachts will race in the 6th Championship event the course being from the Club to Channel Rocks, Kowloon Rocks, Lyemun Beacon, mark on line and finish at the yacht Club.

To-morrow is "Titania Day" and the Royal Navy have issued a challenge for a race and they will be the hosts to the Club yachtsmen on H.M.S. Titania. Sixteen boats are engaged and there will be a race in the morning and again in the afternoon.

The morning race will start from the Yacht Club and finish at H.M.S. Titania, the starting gun being at eleven o'clock. In the afternoon the gun will go at 2.45 and after starting from the Titania the finish will be at the Yacht Club. High water is at 6.3 a.m. and low water at 11.36 a.m.

The course of the morning race will be from Club Line, Lyemun Beacon, Channel Rocks and finish at Titania, a distance of 6.6 miles. The afternoon course is via Channel Rocks, Lyemun Beacon, Cust Rock Buoy to finishing point, a distance of 7.6 miles.

The Club and Navy will be represented in the races by the following:—

R.H.K.Y.C.—A. L. Shields (Vice-Commodore and Captain), Capt. A. Arthur, H. S. Rouse, Lt.-Col. H. B. Gunn, D.S.O., M.C., R.A., Lt.-Col. V. Coates, I.A. H. J. Pearce, H. J. Armstrong, P. Lentestey, R. M. Jack, C. E. L. Gist, F. G. Vaux, H. Effersoe, A. J. Ritchie, R. J. Dixon, E. B. Reed, F. Oliver.

Royal Navy—Commodore A. J. B. Stirling C.B., R.N., Comdr. F. Ratsey, R.N., Lieut.-Comdr. E. M. C. Barraclough, R.N., Lieut.-Comdr. H. B. Crane, R.N., Lieut.-Comdr. C. W. Bower, D.S.C., R.N., Lieut. F. C. Husband-Clutton, R.N., Lieut. H. V. King, R.N., Lieut. G. S. Windyer, R.N., Lieut. E. A. A. Gibbon, R.N., Lieut. R. J. Gardner, R.N., Lieut. R. C. S. Garwood, R.N., Lieut. M. A. Maude, R.N., Lieut. R. W. Moir, R.N., Surg.-Lieut. M. Brown, R.N., Sub-Lieut. C. W. M. Vereker, R.N., Sub-Lieut. G. A. Thring, R.N.

On Monday, the ladies will sail their fifth championship race.

THURSDAY'S MURDER.

VICTIM A CHINESE DOCTOR.

In connection with the report which we gave yesterday of the murder of an unknown Chinese in Tung Hing Lane, which runs from Wing Lok Street to the Praya, it has since been ascertained that the victim was a Chinese doctor named Wong Yuk-ko, aged 45, who had been staying in the Kam Lam Tai boarding house, Connaught Road West.

The deceased arrived here from Macao on Wednesday, and he left the boarding house soon after six o'clock on Thursday night, being found unconscious in the lane soon afterwards. As we reported yesterday, he died shortly after being admitted to hospital.

It is learned that the man was a district magistrate of Ke Chau until recently. He then fled to Macao by way of Kwang Chow Wan. He was a graduate of Tokyo University.

BANKNOTE SCANDAL.

LATEST DEVELOPMENTS.

Paris, Jan. 8. According to *Le Matin*, it seems established that the persons compromised in the banknote scandal had been engaged in hatching a formidable plot in Bavaria since October, aimed at a complete change of the map of Central Europe. Archduke Albert tried to win to his cause Signor Mussolini and the Rumanian National Party. Count Bethelin tried to persuade the Regent, Admiral Horty, to retire voluntarily.

Newspapers of Prague state that the police, acting on informations from the French police, arrested the Socialist Leader, Ruthene Arky. Searches made in his house are expected to reveal important developments. Presses used for the making of the false French notes were discovered in the basement of the Chateau of Prince Albert at Windischgrau. The heads of the Cartographical Institute were arrested. The Deputy, Franz Ulain, arrested in Italy, has been brought to Budapest. —*Indopacific*.

A BISHOP'S EVIDENCE.

Budapest, Jan. 8. Giving evidence at a police inquiry into the banknote affair, the military Roman Catholic Bishop, M. Stefana Dravecz, admitted that he knew the objects inspiring the forgeries but dissociated himself therefrom directly he discovered the proposed adopted means. There are now six employees of the Cartographical Institute in custody. —*Reuter*.

FLOODS AT HOME.

THAMES VALLEY SUBMERGED.

London, Jan. 8. The valley of the Thames is entirely submerged, and it is feared that the disasters of 1894 will be repeated. —*Indopacific*.

BELGIAN DEBT.

CHAMBER APPROVES SCHEME.

Brussels, Jan. 8. The Financial Committee of the Chamber has approved the report of M. Gaspar on the consolidation of the Belgian debts to the United States. —*Indopacific*.

An *Indopacific* message from Brussels says Cardinal Mercier has received the last Sacraments.

The following forthcoming weddings are announced: Captain Oleg Vldimar Preselov, of the s.s. Philadelphia, to Mrs. Myrtle Elizabeth Quelch, widow, residing at the King Edward Hotel; Mr. John Norrie Owen, of the Hongkong Club, to Miss Ada May Meadows, of the Helena May Institute.

In view of the forthcoming eclipse, the Rev. J. Kirk Macnaichie will preach on Sunday morning at Union Church on eclipses in Bible times and will give an illustrated lecture on Thursday evening in the Union Church Hall on eclipses of the sun and moon.

HOLIDAYS.

The holidays are over and we've struggled back to work; No more we'll drink or wrestle with the wish-bone of a Turk, With paper hats and crackers, the puddings, pies and nuts And all the other odds and ends which made us feel like mugs.

There must be some who carried on with slow and stately grace And never hit the high-spots or ran a hectic race, Who woke on Boxing morning and also New Year's Day And greeted all the family with wishes bright and gay.

Let's tell of yet another—oh, no, dear friends, not I Who woke on those same mornings with a mouth both rough and dry, Who felt like death and shuddered at thoughts of bread or meat, But had a bath and drank it and staggered down the street.

And when he mingled with the crowd, what sights there met his gaze! The whole of Hongkong's people seemed bathed in quite a haze. He rashly called in at his club, saw many a ghastly sight With sunken cheek and bloodshot eye—say, what a hectic night!

To men of our clean living, it fairly makes us weep; We feel so nauseated at sight of drunken sleep. So let us make a promise: "From strong drink we'll refrain And with regard to binges," I tell you, ne'er again."

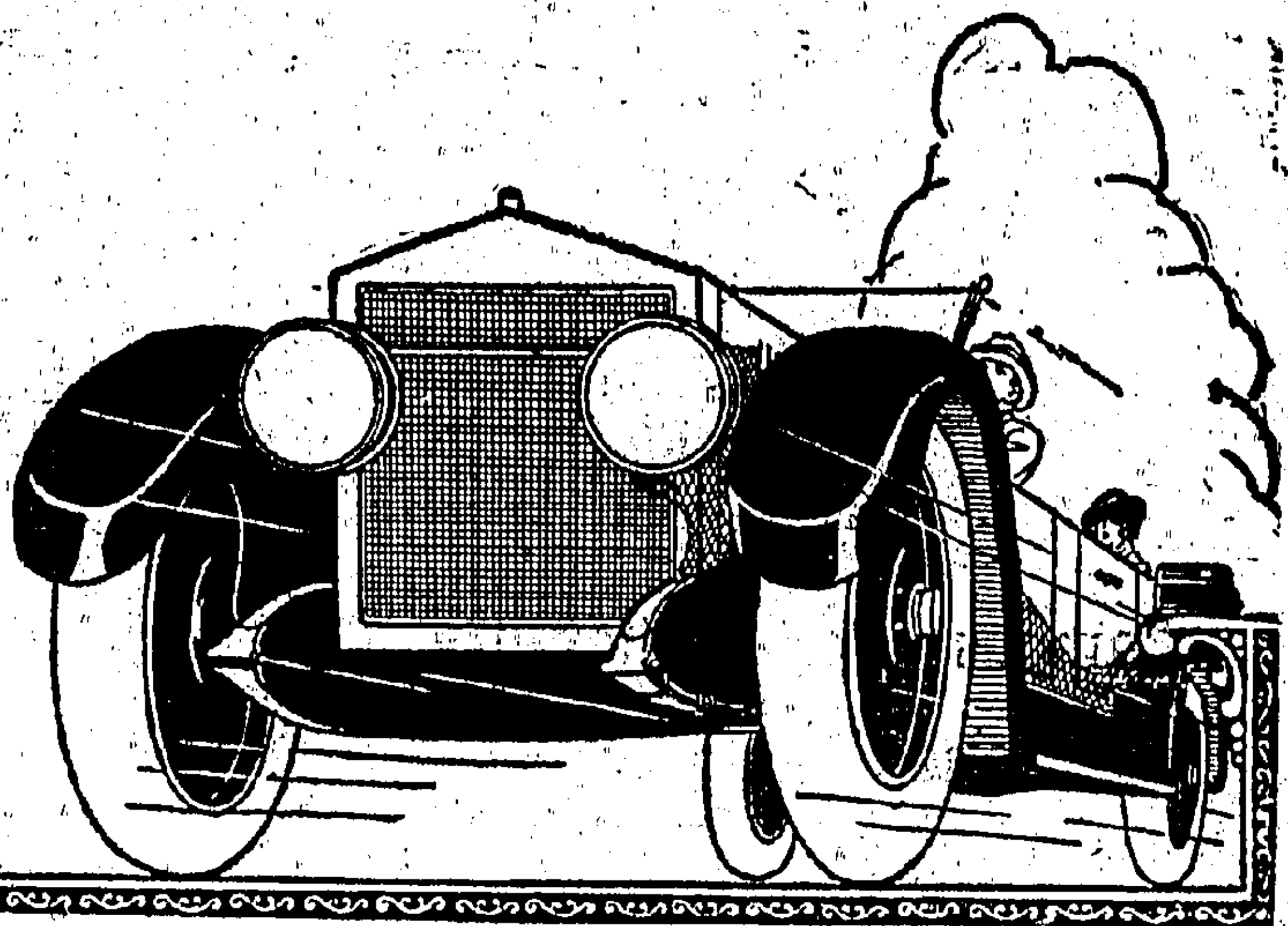
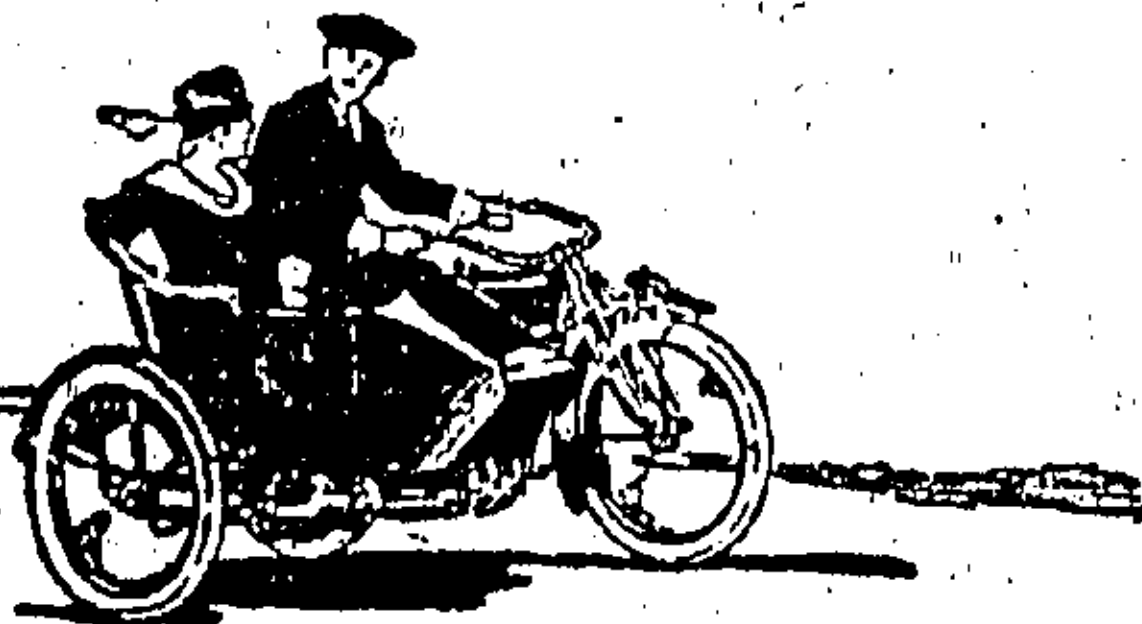
DINTY.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 9th. January, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

For Rich Patrons.

Kansas City, U.S.A., is experimenting with de luxe buses solely for the use of millionaires and wealthy residents. The buses make the trip to the city's most select residential district and charge 25 cents gold per passenger. The vehicles are of the limousine type, equipped with every safety and comfort device. The exterior is painted in black and gold, and the seats are upholstered with "overstuffed" cushions in blue. Luxurious carpets are on the floors. Dainty blue curtains cover the large plate glass windows, harmonising with the deep blue colour scheme of the interior decoration. These buses make it possible for patrons to travel to and from town on regular schedule with all the comfort of their own motor car, eliminating traffic and parking difficulties. We seem to remember the wealthy residents of Magazine Gap putting a similar plan into operation quite a long time ago.

Peak Fire Equipment.

It is only natural perhaps that Peak residents should be reminded of the need for the provision of fire-fighting equipment on the Peak, at a moment when fire has wrought such devastation down in Hongkong. As a reader mentions in a letter published elsewhere in this supplement, we have frequently urged that suitable machines be purchased for the protection of the higher levels. Perhaps, however, when the next Peak fire occurs, a hose will be run up from the "Henry Keswick."

In Soviet Russia.

The Russian Soviet Government recently conducted a 3,000 mile international automobile endurance test over roads practically unimproved, through rain,

mud and rocks. In Class 1 for high powered cars, a Studebaker Big Six, driven by Sunstrom, was the only car to finish with a perfect score. Ninety cars were entered, but only 45 finished, so difficult were the roads over which they were compelled to travel.

Speedy Trucks Wanted.

Light and speedy trucks are shown to be in the greatest demand in both Europe and the United States, buyers favouring a vehicle which they can use for speedy delivery, putting a lower value on tonnage capacity. The light truck of one to one and a half tons capacity is at present receiving most attention. Graham Brothers trucks have made remarkable headway, and the Morris factory in England is now specialising in the light truck market. Fords are also used all over the world for trucking purposes.

Bus's Versus Rickshas.

The achievements of modern civilisation are slowly penetrating China, and the onward march of progress is slowly sweeping aside many of the quaint and curious contrivances. Italy has been noted for its gondolas and China for rickshas. Now motor boats speed up and down the canals in Italy, and the automobile is gradually brushing aside the ricksha in China. Trams have been operating for a long time, but this only during the last few years that the automobile has really threatened the existence of the ricksha in the cities. It is now rumoured that Shanghai is to import another large fleet of motor buses to be specially employed on short trips. It is such enterprise as this that will doom the ricksha to take its place among other relics of oriental civilisation.

COLD PATCHING

LATEST ACCESSORY DEVELOPMENT.

The latest accessory development of the Goodyear Tyre & Rubber Co., in cold patching rubber is "Silver Back," a distinctive material now included in both the regular and large sizes of Goodyear tube repair kits.

Four features of construction in this new patching rubber insure a stock that will do the job for which it is intended with the utmost satisfaction.

The cured back of the new "Silver Back" is laminated, that is, built ply by ply of specially compounded rubber that imparts high tensile strength and uniform stretch.

A special silver finish protects the cured back, preventing "bloom" and ageing and keeps the cured back soft and lively, retaining its strength and elasticity. The silver finish also lubricates the surface of the patch next to the casing, which permits the tube free action in the tyre.

Silver Back cures its self-vulcanizing tacky, raw face on the road from the heat generated by the rolling of the tyre on the road, making the patch an integral part of the tube itself. Protected by a high-grade Holland cloth, the tacky surface of the raw material is always in good condition.

The kits are now ready on blue and gold lithographed metal containers with gold lacquered buffer top lid.

"BRIGHTER BODIES."

COLOURED CARS IN NEW YORK.

Some weeks ago, a contributor to these columns made a somewhat humorous appeal for the introduction of "Brighter Bodies," referring of course to motor cars and not to association. The following news from New York is therefore all the more interesting:

"The automobile conservatively finished with sombre black paint has had its day.

The bright-coloured auto has come into its own!

Most lists see individuality, style and attractiveness in coloured autos and no longer care for drab pleasure cars.

The question which is now before auto manufacturers, is whether the pendulum will make a complete swing and brilliant, ostentatious colour designs will be demanded."

AUTO OPERATING COST.

The latest survey made by the Public Utilities Commission in Washington on the cost of operating an automobile shows a cost of 5.85 cents per passenger mile. The survey was based on an average load of 1.9 passengers per vehicle. This is higher than street car or bus rates but much below the taxicab rates.

WILL IT EVER COME TO THIS?



The above picture, taken in Paris, shows a motor car decorated to match the dress of its fair owner.

CORRESPONDENCE.

PEAK FIRE DANGERS.

Sir,—The terrible fire at the Hongkong Hotel on New Year's Day has served as a reminder to many Peak residents that the district in which they live is still without fire fighting machines. To me, it is nothing short of astounding that such negligence should be permitted. As a reader of your valuable Motor Supplement, I have always been extremely pleased to read the many pleas you have put forward, especially those which appeared after the experience of the last Peak fire. You have proved that modern equipment can be purchased for an extremely small sum of money, and I happen to know that your comments have reached official quarters. Doubtless any outside suggestions are not deemed worthy of notice, but the suggestions referred to certainly represent the opinion of all Peak residents. Imagine what a disaster would occur if fire were to break out in the Peak Hotel or in either of the several large hospitals in the same district. Even if an alarm were given immediately a fire appeared, by the time the fire machines reached the scene from Hongkong, many lives might be lost, and in any case, the building involved would be beyond aid. The only thing which is rather surprising to me, is that neither the Fire Insurance Companies nor the Unofficial Members of the Legislative Council have urged the Government to awaken from slumber in respect to this all important and urgent matter. Hoping you will give further publicity to the Peak's needs.

Enclosing my card.—Yours, etc.,
PEAKONIANS.
Hongkong, January, 4, 1926.

AUTOS SEAT 70,000,000.

It is estimated that the railroad passenger cars in the United States have a seating capacity for about 2,250,000 people and automobiles have a seating capacity of 70,000,000, or about 30 times the seating capacity of railroad cars.

COMMON SENSE AND
COURTESY ARE THE
CHIEF ELEMENTS
OF SAFE DRIVING

CELLULOSE CAR FINISH.

FEWER SCRATCHES.

(By Capt. E. de Normanville in the Daily Chronicle.)

Most motorists are interested in anything that saves the owner-driver time or trouble in the maintenance of the car.

The new cellulose finish is one of the most interesting labour-saving devices, and an informative paper was read on the subject the other day by Mr. W. Fletcher-Starkey.

Cellulose enamel, Mr. Starkey explained to the members of the Institution of Automobile Engineers, is obtained by treating cotton fibre. The two most common forms are those treated with either acetic or nitric acid.

That operation produced a soluble form of cotton—or, as it is now called, cellulose. Nitro-cellulose is the raw material forming the basis of the enamel.

There are several suitable solvents for this material, usually alcohol treated with acetic acid, and this produces "the dope"—a strong, water-white sweet smelling liquid.

To render this fluid elastic for coachwork treatment such materials as camphor or castor oil are added. To render it sufficiently adhesive, suitable gum resins are

TYRES UP IN CANADA.

Canadian tyre prices have raised for the fourth time during the past two months. The last raise is approximately 15 per cent.

used.

Three Coats.

The car body has to be entirely free from grease or rust in any form, and the filling in and rubbing down processes are the same as for ordinary painting and varnishing. After this a final preparatory wipe over with a cleaning solution is desirable.

The next step is to apply the enamel, of which three coats are necessary, all being given by means of a spray pistol. These coats dry in 30 minutes, and are hard in an hour.

Two hours is quite adequate to allow between the coatings, so that the three coatings can be done in one working day. The complete job takes a week; first day priming; second day, stopping; third day, rubbing smooth; fourth day, applying the undercoat; fifth day, the three coats of enamel; sixth day, polishing up.

Though the cellulose finish has less gloss initially than varnish, it improves steadily with cleaning and rubbing, is more easily cleaned, and is to a large extent impervious to scratches. By comparison with ordinary varnish, about 25 per cent. more cellulose is necessary to "paint" a given car.

If you are not already a member of
THE HONGKONG AUTOMOBILE ASSOCIATION
—fill in this form and send it to the Honorary
Secretary—

MR. P. M. HODGSON

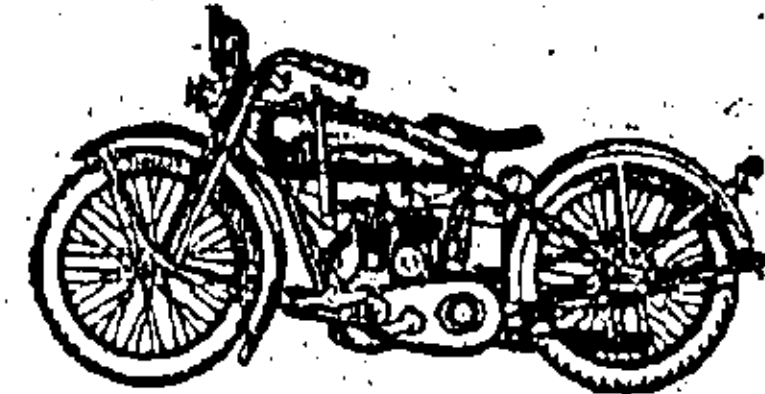
c/o HODGSON & CO.

Bank of China Building.

Please send me application form for membership
(motorcar/cycle) of the Hongkong Automobile
Association.

NAME.....

ADDRESS.....



70-80 SWIFT MILES PER GALLON.

—10,000 to 12,000 miles on a pair of inexpensive tires—800 miles to the gallon of oil.

How's that for the economy of the Harley-Davidson Single? It's the type of motorcycle you knew would come, some day. Easy to ride—beginners learn within a city block. Easy to park. Easy to garage and care for.

And the performance! Ride it over trail or highway—on pleasure ride or hunting trip. See how swiftly and smoothly the SINGLE hums over hills and through mud. Ample power, and speed!

The third consignment of HARLEY SINGLES (side by side valves) and (over head valves) are expected on the 1st. December or latest the 31st, by the "EMPRESS OF RUSSIA." Prospective buyers that were disappointed on the first and second consignment better put your orders with us now.

ALWAYS IN STOCK

Latest-Harley-Davidson Motorcycles, Combinations and Spare Parts.

Telephone K. 1242

Repairs on all makes of Motorcycles.

THE GASCON MOTOR COMPANY.



Mobiloil

Make the chart your guide

Although competitors have done all possible to create a greater call for their lubricants, the demand for Gargoyle Mobiloil has nearly doubled during the past 18 months.

The fact that Gargoyle Mobiloil is not a by product in the manufacture of benzine and kerosene speaks volumes for its superiority as a motorcar engine lubricant.

The fallacy of false economy is pretty well understood in these days of rigid economy, and consumers are rapidly beginning to realize that the best is the cheapest in the long run.

To-day, Gargoyle Mobiloil is the best known and most widely used motorcar engine lubricant. It is safe to say more Gargoyle Mobiloil is used throughout the world than any three competitive brands on the market.

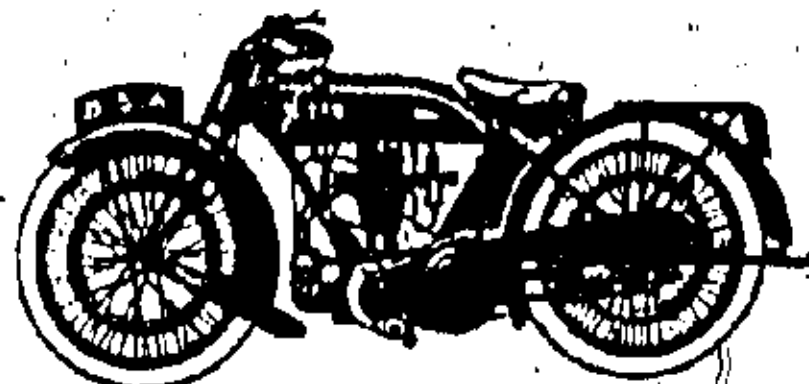
WHY?

Because Gargoyle Mobiloil is manufactured by the largest and oldest strictly Lubricating Oil Company in the world. It is the result of many years of study on the part of a host of automotive engineers whose business it is to know the requirements of every lubricating oil system employed by motorcar manufacturers.

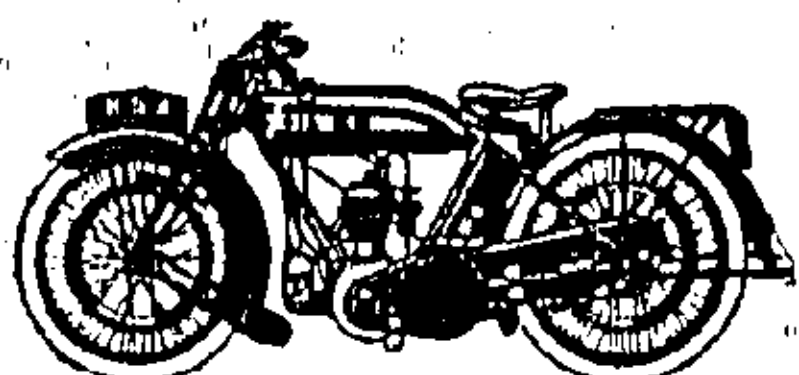
Try the grade specified in our Chart of Recommendations. While words and claims carry weight, nevertheless it is the practical test that decides.

VACUUM OIL CO.

B. S. A. MOTOR CYCLES

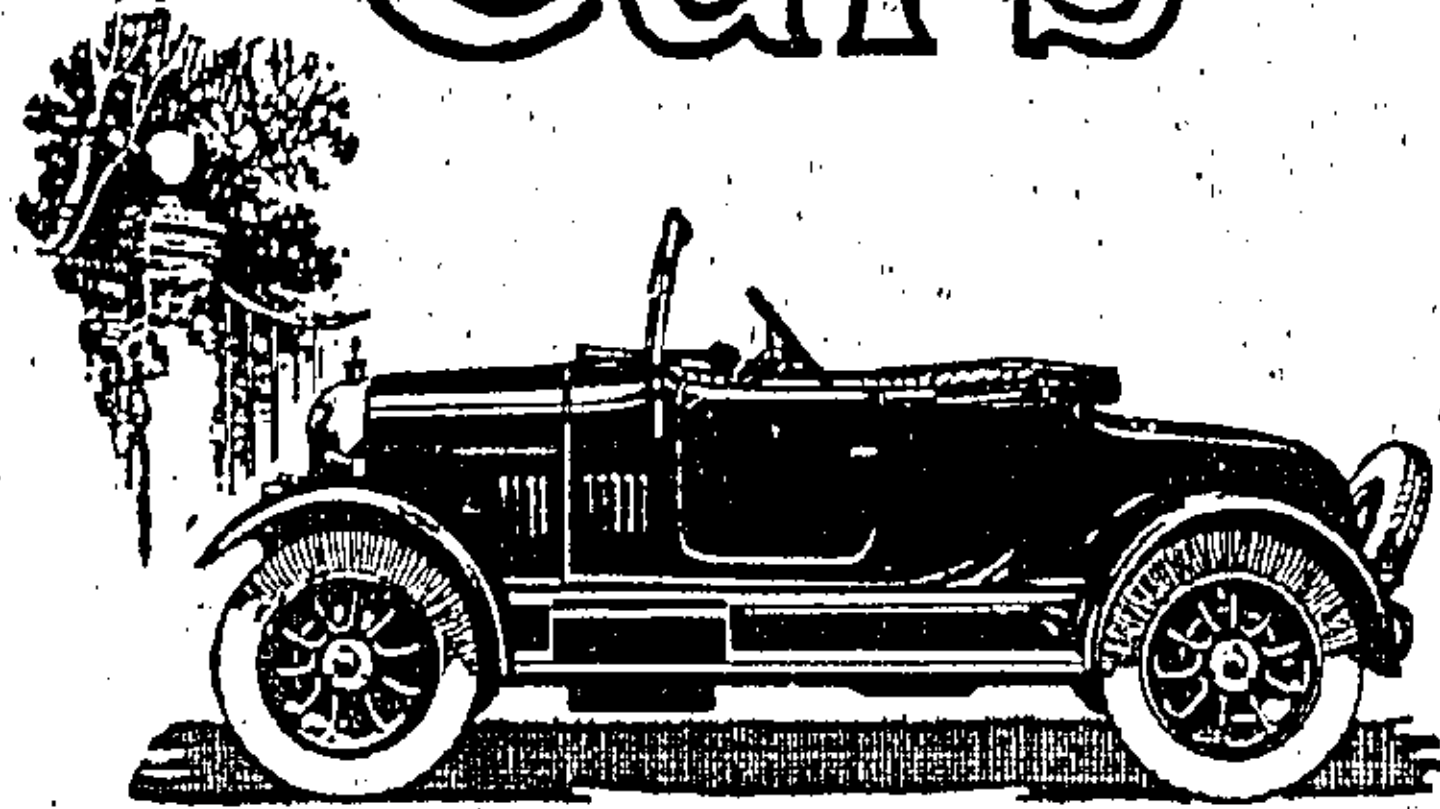


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Full Particulars from the
Sole Agents:
THE SINCERE CO.

MORRIS REDUCED PRICES BETTER VALUE Cars



(BRITAIN'S MOST POPULAR LIGHT CAR)

MODELS IN STOCK	NETT HONGKONG PRICES
MORRIS-COWLEY Roadster (3 SEATER-WITH DICKEY)	£215. 0. 0.
" " Touring (3 SEATER-2 WHEEL BRAKES)	£237. 10. 0.
MORRIS-OXFORD Touring (4/5 SEATER-4 WHEEL BRAKES)	£320. 0. 0.

THE HONGKONG HOTEL GARAGE
(THE HONGKONG & SHANGHAI HOTELS LTD.)
CAR SALES & ACCESSORIES } Phone C.4759
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Does Your Auto Repair Man Strike You This Way?

Then make him walk the plank. Haul the Jolly Roger off your "piratical" repair bills by coming to The Dragon Motor Car Co., Ltd.

Years of experience, plus first class equipment, enable us to do expert repairing at prices that please.

IT'S A LONG WAY BETWEEN
REPAIR BILLS AT

The Dragon Motor Car Co., Ltd.

33 Wong Nei Chung Road Happy Valley.

HINTS FOR THE MOTORIST by ALBERT L. CLOUGH

"TIGHTENING UP" AROUND THE ENGINE.

Nuts tend to loosen by vibration and the contraction and expansion of the parts which they hold and packings compress under constant pressure, causing imperfect joints. These effects continue to some extent throughout the life of an engine, but they are especially pronounced for a time after it has been disassembled. Testing of all fastening devices and tightening such as require it is necessary at short intervals succeeding an overhauling and at longer intervals at other times.

The Engine Itself.

All cylinder-head stud nuts must be kept tight, if water leaks into the cylinders and gas leaks into the jackets and the outside air are to be avoided. There must be no looseness of front or rear engine supports or heavy pounding will result. To prevent loss of oil, all nuts which secure the oil-pump, the timing gear-case cover and the valve-compartment cover must be secure. Exhaust manifold branches must be securely clamped to the block and the exhaust pipe to the exhaust manifold or blown gaskets and noisy operation will follow. If the block and upper crank case are separate parts, the holding nuts may be found loose.

The Cooling System.

Every hose connection will need to have its clamps tightened. The manifold to the block may have to be set up to forestall leaks. The fan belt may be found too loose and require taking up. If there are signs of leakage at the water-pump, the shaft packing nuts require screwing in a little.

Fuel System.

The gasket at the carburetor flange connection may have squeezed loose, in which case air leakage will develop there, unless the bolts are tightened and the same likelihood of stray air and imperfect carburation is involved if intake branch connections are otherwise than tightly secured to their ports in the block. The vacuum tank will not function, if any of the joints or connections in its suction line to the inlet manifold or its draft line to the main tank and the carburetor, unless the connecting unions are kept tight.

Oiling System.

Oil pipes must have tight joints throughout or oil will escape and air may be sucked in and stop pump action. Not only must

unions and other joints be inspected, but cracks and breaks should be watched for.

Miscellaneous.

The clips or cleats that hold electric conductors and gas lines in place should be inspected for tightness, the supports of the vacuum tank, ignition coil and other attached auxiliaries should be checked up and the supports of the radiator on the frame should be seen to be holding properly.

(Mr. Clough gives some of the questions he receives from time to time, together with the answers. These appear weekly and provide an instructive reference.)

Transmission Lubricant Escapes.

Question: I have trouble in keeping the 600 W oil in the transmission of my car, as runs out as soon as it gets warm. How can this difficulty be overcome? Would a heavier lubricant be suitable?

Answer: The manufacturers advise strongly against the use of a heavier lubricant, especially in cold weather. You do not state whether the oil escape is through the front or rear of the transmission case, but we suspect that it may be at the rear end, along the shaft. A felt washer is used to prevent oil escape at both these points and we think that the rear one can be replaced fairly readily, but the replacement of the front one is more of a job. Unless these washers are renewed we are afraid you will always have considerable leakage. You haven't too high a lubricant level in the transmission, have you? The oil should not run higher than the bottom of the lower shaft.

Winter Gear-Lubricant.

Question: Is medium oil heavy enough for use as transmission and differential lubricant, in winter?

Answer: Probably it would serve all right, but it would perhaps be better to use a slightly thicker lubricant, if you can do so without having it become too solid to flow in very cold weather. A good scheme is to supply the gear-box and rear-axle housing with steam cylinder oil or gear oil and then thin it down with a light engine oil until it is of a consistency that will still flow slightly at the lowest temperature to which the car is likely to be subjected. In other words, it is desirable to use a lubricant of as heavy body as can be used without danger of its becoming non-fluid.

DOBBIN LOSES PLACE.

Ancient relics in Plymouth, Mass., are passing with the advent of a busy civilization. The last of the old hitching posts are being rooted out to make more parking space for automobiles.

CROSSES CONTINENT.

Thomas P. Henry, president of the American Automobile Association, drove by auto across the continent in four days and 18 hours, maintaining schedule and driving by night as well as by day.

MOTORCYCLE TAXICABS.

New York is to have a cheaper form of taxi transportation. Motor-cycles with cab sidecars are being built to give quicker and cheaper service to Gotham patrons.

AUTO TAXES HIGH.

All the gold and silver dollars coined in the United States in 1923 would pay but two-thirds of the special federal motor taxes levied on the automobile and motor products last year.

PEDESTRIAN PRESERVATION.

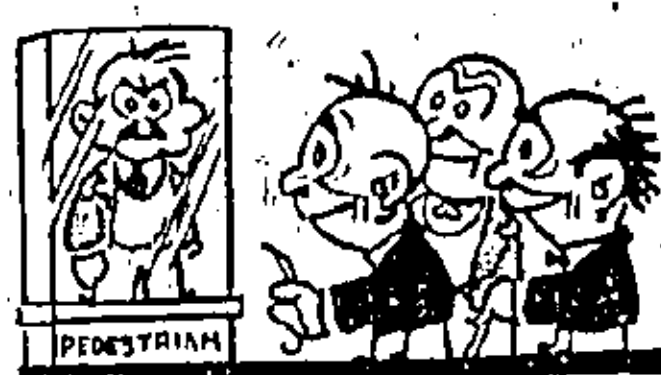
A PLEA FOR PROTECTION.

(By "CYNICUS.")

The alarming statistics published from time to time, from London and New York—New York and London—and then some, have driven me furiously to think, incidentally bringing about the great discovery that "great minds" do not think alike to commence with, because, if they did, I should not be the first to think thus, providing that I am, of course.

During the progress of this ratiocination of mine, it has become perfectly clear to me that what we really need, is a Pedestrians' Protection and Preservation Association, unless, of course, the jolly old pedestrian is to become entirely extinct like the dodo.

So panicky was a fellow pedestrian of mine, that he suggested that I offer myself to the City Hall authorities to enable them to preserve at least one specimen of petrified pedestrianism as a pattern for posterity—perhaps! Anyhow, I'll submit the sketch for what its worth.



Only the other day, I read with great apprehension that a certain city in the United States already boasts that one in every three inhabitants owns an automobile! In other words, the supply of pedestrians has dwindled done to the inadequate figure of two per car. Even if these are preserved for holidays and Independence Days, it's a bit rough on the poor old pedestrian. Therefore, I urge that before it is too late, we get together and form an Association just as the motorists have, but if we don't hurry up, there won't be enough of us left to even form a quorum, let alone an Association.

GERMAN CARS FOR U. S.

There is a possibility that Lansing, Mich., will be selected as a site for the first German automobile factory on American soil. L. W. Hirth of Hamburg, Germany, is in America to select a site for the Daimler-Benz company.

MOTOR TRIPS ABROAD Magdalen Tower, Oxford University

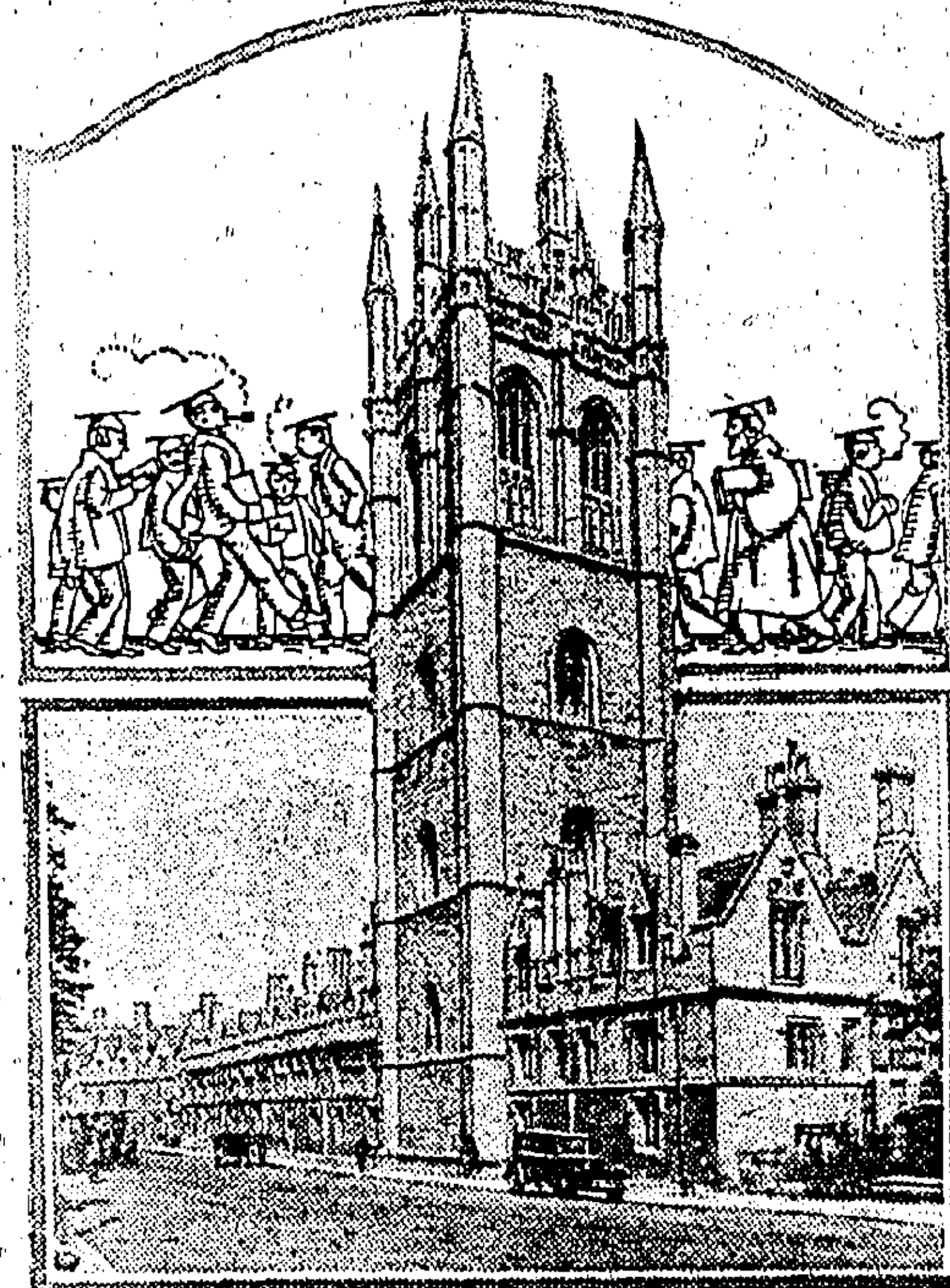


Photo Courtesy Chrysler Maxwell Motor Corporation

The possible origin of the name "Oxford" is interesting. One explanation is that it points to a ford for oxen across the Thames river.

FEW American tourists ever go to London without going to Oxford, the home of the famous Oxford University whose history can be traced back to the eighth century. And one of the architectural wonders of that famous city and equally famous university is Magdalen Tower—pronounced as if

spelled "maudlen"—which was begun in 1492. Magdalen College was founded in 1458. The famous Magdalen tower which is 150 feet high, required 13 years to build. It is one of the sights of England. The roads from London to Oxford are perfect and no American in England with a motor car should think of leaving the country without making this 60-mile trip.

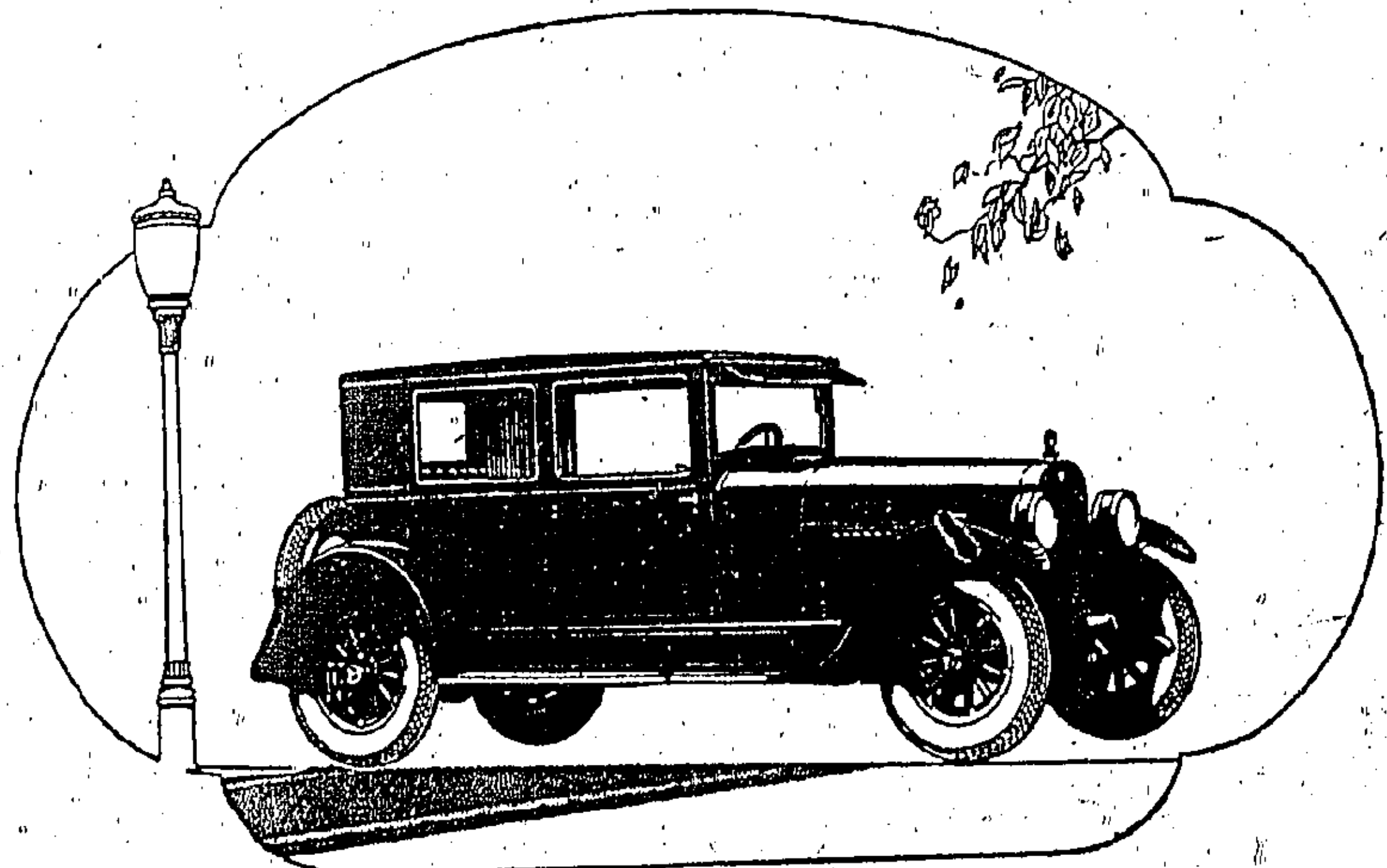
EXPENSIVE AUTOS AVOID ACCIDENTS.

It has been noticed that there are fewer accidents caused by reckless driving by drivers of large and beautiful cars. It is the drivers of the non-descript auto who figure chiefly in reckless driving traffic tangles. It is assumed that owners of expensive cars are more concerned with the appearance of their

autos and are careful to avoid accidents which would spoil the auto's finish.

PREFER AUTOS TO DRINK.

"Voluntary prohibition is coming to pass in England as a result of the automobile," says Sir Henry Maybury, director general of roads of Great Britain. "The motor industry is developing at the expense of liquor."



THE FIVE-PASSENGER ESSEX COACH - - - - - \$2,000

THE FIVE-PASSENGER ESSEX TOURING - - - - - \$2,000

The world's largest production of 6-cylinder closed cars now makes possible the finest Essex ever built, at the lowest price in Essex history.

Built by Hudson, Essex not only shares the advantages of the famous Super-Six patents, but also the value-building supremacy of their enormous combined production. Only among far higher priced cars will you find comparison for Essex quality, its long-lived performance and riding ease.

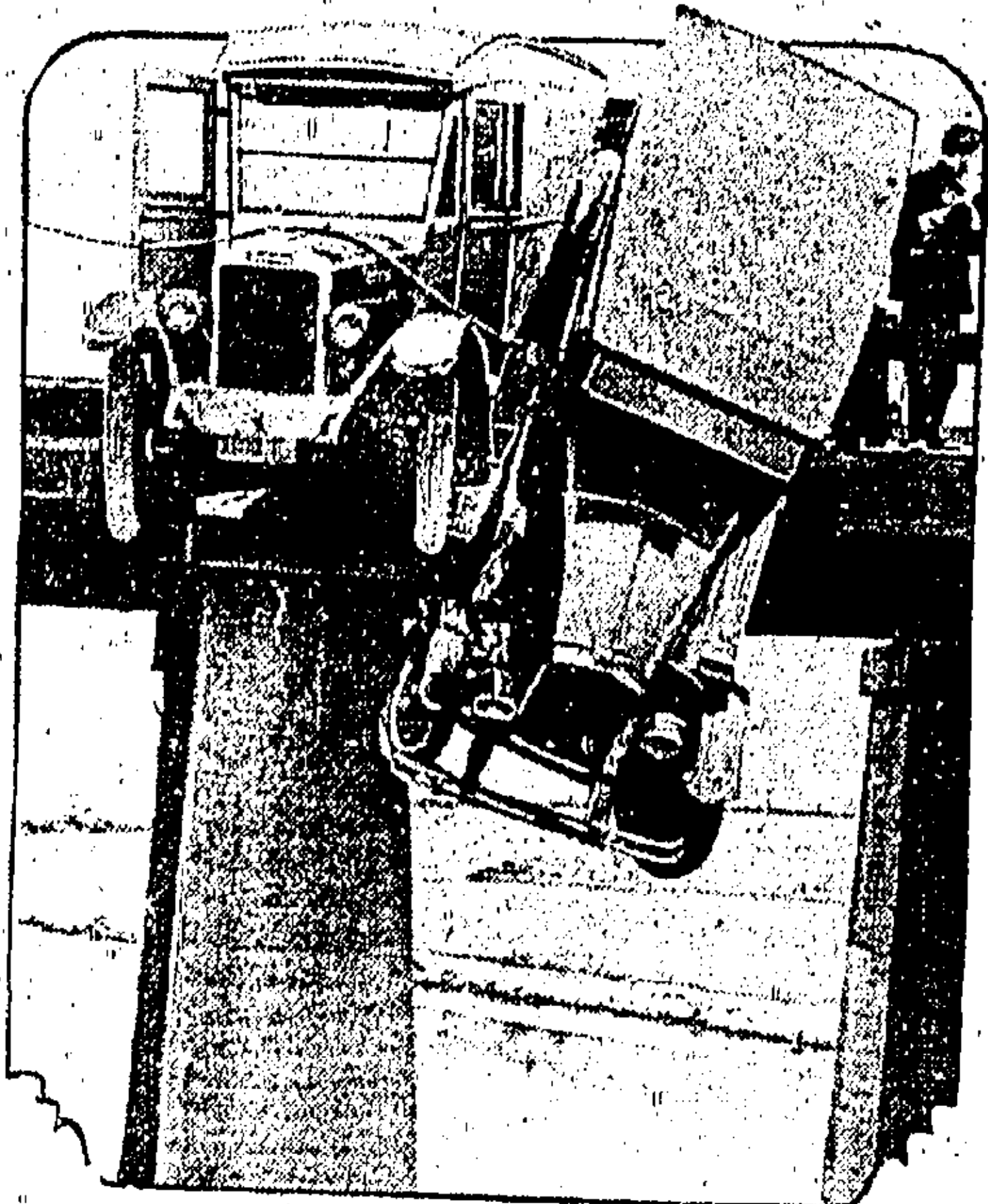
Hudson-Essex, Now World's Largest Selling 6-Cylinder Cars

**THE DRAGON MOTOR CAR CO.,
LIMITED**
33 WONG NEI CHUNG ROAD HAPPY VALLEY

A STORY WITHOUT WORDS



MOTORISTS' REMARKABLE ESCAPE FROM DEATH.



An escape from death, so narrow that it seems impossible, was experienced by Mr. and Mrs. S. P. Guilo of Minneapolis, Minn., U.S.A., when their car collided with a motor lorry on the bridge over the Hennepin Canal at Colona, Ill. As a result of the impact, their car plunged through the bridge railing, the rear wheels becoming caught on the very edge of the bridge itself. It took over an hour to effect a rescue.

ADOPT NEW STANDARDS.

Twenty-six revised and new standards relating to aircraft, automobiles, motor coaches, motor boats and farm tractors have been adopted by letter ballot of the Society of Automobile Engineers following approval of the new standards at the summer meeting of the society.

ACCESSORIES SELL.

The automobile accessory, parts and equipment business in the southwest of America during August was 40 per cent. better than for the same month last year and 20 per cent. better than for the preceding month, according to business reports from the district.

PLAN BIG CONVENTION.

More than 8,000 square feet of floor space will be used for show purposes at the convention and exhibition to be conducted by the National Standard Parts Association at the Hotel Sherman in Chicago in November.

CALIFORNIA LEADS.

California now leads the world in motor vehicle registration in proportion to population, according to Will H. Marsh, chief of the state division of motor vehicles. There is a machine for every 2.9 persons in California.

VANE-WHEEL MOTOR TUG.

APPLICATION OF VANE-WHEEL PROPULSION.

It will be recalled that some time ago a paper entitled "Vane-wheel Propulsion" was read by Mr. Maurice E. Denny before the Institution of Engineers and Shipbuilders in Scotland (see *Shipbuilding and Shipping Record*, February 22, 1923, p. 233), in which the features of this particular form of propulsion, and the advantages which followed its adoption for shallow-draught vessels, were described. Vane-wheel propulsion may now be said to have passed beyond the experimental stage, with the successful adoption of this method of propulsion on a shallow-draught tug recently completed for service in the Far East. The vessel in question, which has been built by William Denny & Bros. Ltd., at Dumbarton, has the following principal dimensions:—

Length, on waterline 60 ft.
Breadth 14 ft.
Draught 2 ft.
Speed, running free . . . 9 knots.

The vessel was designed either for towing purposes or for running free, and in view of the very limited draught of water available—the draught must not exceed 2 ft. with a load of 4 tons on board—and in view also of the fact that good towing qualities were required, it was decided to adopt propulsion by vane-wheels instead of fitting propellers of the ordinary type running in tunnels. As will be seen from the general arrangement, the vessel is provided with a continuous deck for its entire length, the hull being subdivided by means of three watertight bulkheads, yielding a chain locker right forward, the crew's quarters, the engine room with compressed air reservoir storage amidships, and a compartment right aft. Two deck-houses are provided, one of which serves to give sufficient head room to the crew's quarters, while the second covers the main engine. The wheel-house is situated forward of the first deck-house, while a raised gunwale gives protection to the forecast deck on which is a hand-operated capstan and an anchor davit, in addition to the necessary mooring arrangements. An awning is fitted over the entire forward part of the vessel extending aft as far as the towing hook.

The most interesting feature of this little vessel lies, of course, in the method of propulsion. Two vane-wheels, each 6 ft. diam. have been fitted, and these are driven through chain gearing from a single direct reversible heavy-oil engine. The engine, which was supplied by Norris, Henty & Gardner Limited, of Patricroft, near Manchester, has four cylinders and develops 96 h.p. at a speed of 370 r.p.m. when developing its full power. Owing to the size of the vane-wheels, the propeller shafts and the after bearings are well above the waterline, and to connect these with the main shaft of the engine, chain gearing is employed. The chains, which are of Hans Renolds type, work in an oil-tight gear case, lubricating oil being sprayed on to the driving pinions under pressure by a pump driven from one of the chain wheel spindles.

The gearing gives a ratio reduction of about 3.5 to 1, the vane-wheels having a speed at full load of about 105 r.p.m. In previous vessels fitted with vane-wheel propulsion each wheel had its own engine, but the highly satisfactory results obtained on trial have fully justified the arrangement adopted on this vessel, the gears being particularly quiet when running.

Trial Results.

The vessel recently underwent an exhaustive series of trials on the River Clyde, both when running free and when towing, and during these trials, the power developed, and the fuel consumption and the speed of about 9 knots was obtained, and when towing another vessel over 80 ft. long the mean speed was about 6½ knots. The engine was run on crude oil, trials was about 6 gallons per hour, and the consumption during the hour. It will be realised, therefore, that the cost of fuel for running this vessel is remarkably small.

The vessel has now been dismantled and shipped to her destination in the Far East, it having been found necessary to cut the hull in two in order to facilitate shipment.

DODGE BROTHERS

SPECIAL

TYPE-A SEDAN

The popularity of Dodge Brothers Special Type-A Sedan is exceptional, even for a product built by Dodge Brothers.

Its inherent beauty of design is smartly individualised by numerous attractive special features. The interior is spacious, deeply upholstered and richly appointed.

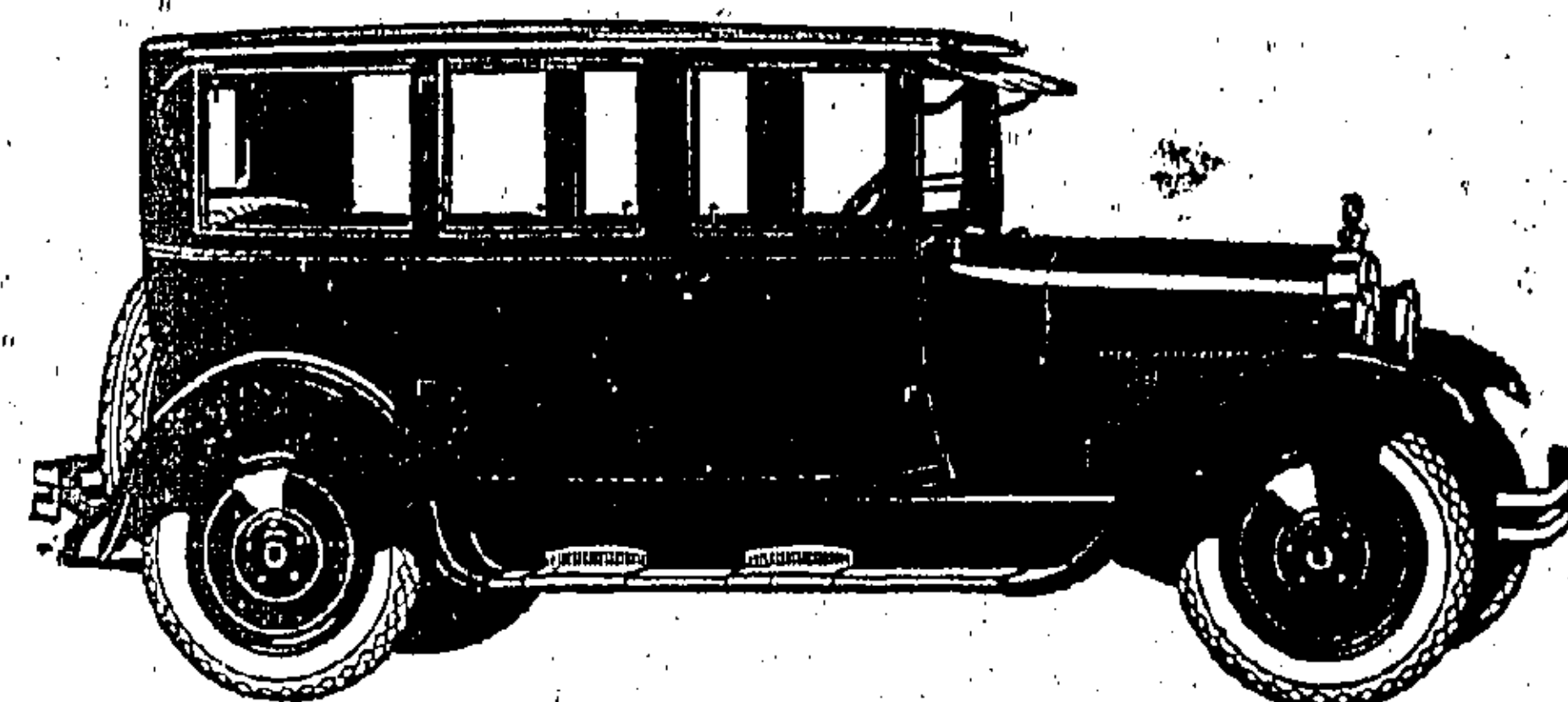
The body is hung low on extra long and resilient underslung springs. Genuine riding comfort and pleasing grace of line are the result.

Moreover, the chassis is so sturdy and dependable, so pleasingly smooth in operation, that performance soon takes precedence, even over beauty, in the estimation of the owner.

Five Balloon Tyres

THE DRAGON MOTOR CAR CO. LTD.

33, Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.



A Fine Product and a Fine Policy

There are no finer tyres than

DUNLOP CORDS



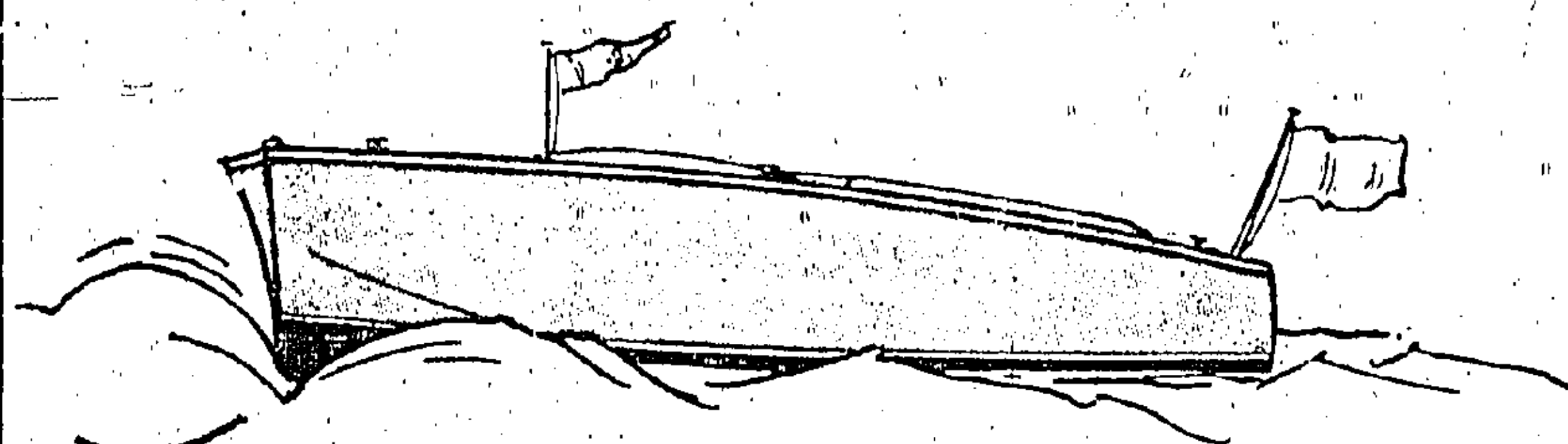
They stand as the supreme achievement in tyre construction, and set a new standard in tyre service. Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

There is a Dunlop Representative at Hongkong, for your service.

DUNLOP RUBBER Co., (China) Ltd.
Hotel Amoy Building.
Telephone Central 4554.

HONGKONG HOTEL GARAGE,
Distributors.
Telephone Central 4739.

16 KNOTS



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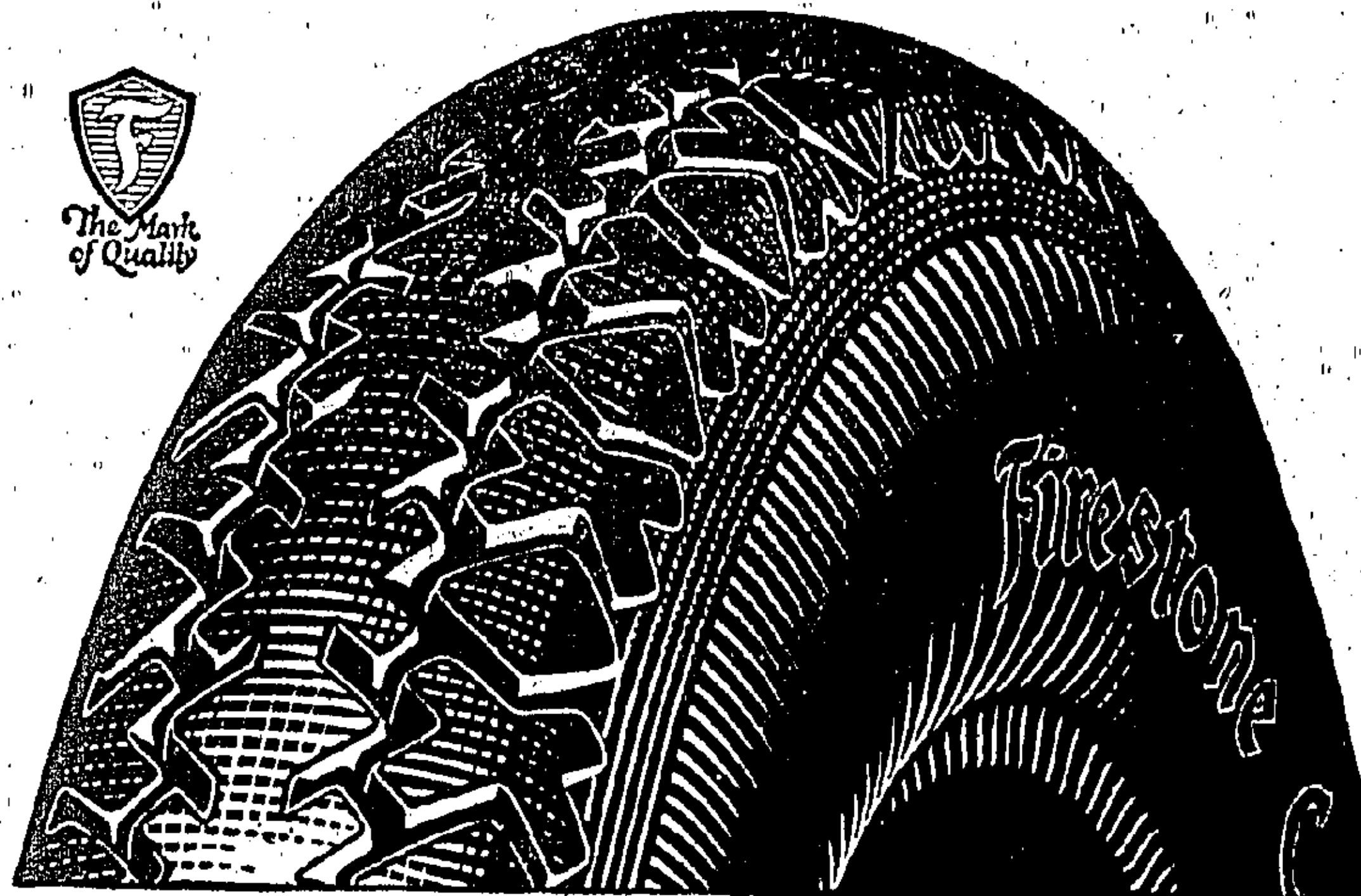
FAST RUN ABOUT

BRITISH THROUGHOUT

Complete \$2750.00 { DELIVERED HONGKONG.

DODWELL & CO., LTD.

Sole Agents.



A Heavy Duty Tyre for Continuous High Speed

The Firestone Heavy Duty Pneumatic for Lorries and Buses is built extra size and Gum-Dipped for extra strength. This Firestone process insulates every fibre and cord with rubber, thus reducing friction—keeping these big tyres cool in hard service.

Improved non-skid tread gives unusual traction. The side walls are of the same

tough, slow-wearing rubber compound as the tread.

Centre rubber strip increases mileage by aiding balance in design and preventing strain on the carcass and cushion.

Other Firestone features further contribute to safer and more economical bus transportation and highway haulage.

MOST MILES PER DOLLAR

Firestone

THE DRAGON MOTOR CAR CO. LTD.

33, WONG NEI CHUNG ROAD HAPPY VALLEY

FEWER CAR MAKERS.

Fifteen years ago there were nearly 200 passenger car manufacturers in the United States. Now there are 78. Of this year's production of 4,000,000 cars, almost 8,000,000 will be turned out by 10 companies.

CHROMIUM REFLECTOR.

A new lamp reflector, which has a surface of polished chromium, has been invented. It is said that this reflector will withstand weather conditions and can be easily polished without injuring the surface.



"Frank proposed to Ethel in his racing car."
"Did she accept him?"
"Yes—after they came out of hospital!"—Melbourne Punch, Australia.

HILL CLIMBING TESTS.

The hill climbing tests of earlier days of the automobile industry may be revived. The New Jersey Automobile and Motor Club and the Newark Automobile Trade Association have decided to stage a hill-climbing contest of nationwide scope early next year.

BAN SOLID RUBBER TYRES.

Practically no solid rubber tyres are now sold in Florida as many cities have put a ban on them. One reason for the ruling against solid tyres is that few streets or highways are constructed with concrete or rock bases and the solid rubber tyres tend to cut up the roads during wet weather.

CHANGE AUTO MODEL.

There is a definite trend toward the use of the term, "phaeton" for designating the type of open car generally known as touring model. Several American auto manufacturers have used "phaeton" for the model "touring car."

MAKING LONG ROAD.

Road improvements in 16 southern states will cost \$40,000,000 this year. North Carolina is developing one of the finest highways in the country, which, when completed, will be the longest asphalt road east of the Rocky Mountains.

THE PLAIN MAN AND HIS CAR.

VI.—CONTROLS (Continued)
(By P. W. F. Mills.)

The method by which the gear control lever operates the sliding members in the gear box has already been described in a previous article. Gear changing is done partly with the car stationary and partly with the car in motion. If the car is stationary the clutch will necessarily be out of engagement; if the car is in motion the clutch must be disengaged in order that the load of propelling the car may be taken from the sliding member which is to be moved before this movement takes place. Under circumstances which call for a change of gear the load on all parts of the transmission is likely to be heavy, and unless the sliding member is relieved of its share of the load it may be impossible to move it without using some force. Apart from this it is essential that the clutch should be out of engagement whilst the member is being meshed in its new position.

Difficulty in gear changing is usually regarded as the first obstacle which the learner has to overcome, but cars vary a great deal in this respect. It may be stated without fear of contradiction that modern cars, in which the weight and size of parts has been considerably reduced following advances in the science of metallurgy, have a great advantage over their predecessors in the matter of gear changing, and on some cars which, perhaps, carry the principle of light construction a little too far it is very easy indeed to change gear, either "up" or "down." This has led a number of drivers to acquire a habit of merely declutching and "banging" the gear lever into its new position, and they are surprised sometimes to discover that other makes of car are not amenable to their gear-forcing tactics. Before going on to consider the simple rules which should be followed in all gear changing operations, whatever the make of car, it may be stated that in theory it should be possible for a clever driver to change gear, "up" or "down," without using the clutch for any other purpose than as a means of enabling the sliding member to pass out of mesh into "neutral" in the first place. For this latter purpose an instantaneous disengagement and re-engagement, or even "slipping" the clutch, would suffice. Apart from this preliminary use of the clutch the operation would be carried out by means of two controls only, the gear lever and the throttle pedal. But gear changing on these lines, calling as it does for a most accurate estimate of shaft speeds and a thorough knowledge of the entire gear operating mechanism, is out of the question for the majority of drivers, who must learn to follow the simple rules if they wish to be certain of quiet and rapid changes.

To understand these rules, which is almost as important as

learning them, the transmission must be regarded as consisting, for gear changing purposes, of three portions capable of rotating independently if disconnected from the remaining portions. They are

- (1) The engine crankshaft, disconnected from the other portions by the clutch being disengaged.
- (2) The clutchshaft, disconnected from the crankshaft if the clutch is out of engagement and from the propeller shaft if the gear lever is in "neutral," and
- (3) The propeller shaft, disconnected from the other portions whenever the gear lever is in "neutral."

It is clear that of the two means of breaking the continuity of the transmission line one is "frictional" and the other is "positive." The reason for considering the transmission as three units in order the better to understand the principles of gear changing is that successful gear operation depends entirely on the speeds at which the respective units are revolving at the time of the change, and certain factors decide these speeds. The crankshaft rotates at engine speed, and this speed may be altered by altering the amount of throttle opening. The clutchshaft rotates at engine speed also, if the clutch is engaged; if the clutch is out of engagement, but a gear is in mesh, it rotates at a speed which is in direct proportion to that of the propeller shaft. The propeller shaft rotates at a speed which is directly proportional to that of the road wheels. If the clutch and gears are both out of "mesh" under its own momentum, gradually losing speed, and it is this property of the clutchshaft which must be borne in mind throughout in gear changing.

Assuming that a certain gear (say "1st") on a given car is said to be 14 to 1 this means that the crankshaft and clutchshaft are making fourteen revolutions to every revolution of the road wheels. If it is desired to change "up" into "2nd," which is, say, 7 to 1, it is clear that after the change, until the speed of the road wheels alters, the engine and clutchshaft will be required to run at half their former speed. On changing "down" from "2nd" to "1st" on the same car the exact reverse is the case. The new crankshaft and clutchshaft speed will be twice the old speed. It is always difficult to mesh without force of resultant noise the teeth of two gear wheels which are rotating at speeds which are not approximately proportional to the number of teeth on each wheel, and it is necessary therefore to bring the clutchshaft, which controls the speed of wheels, with which it is desired to mesh the sliding members, up or down to the speed which makes the correct proportion with that of the sliding members. At the instant this condition is fulfilled it should be possible to mesh the sliding member then in use quietly and easily with the particular wheel required. Once the meshing operation in the gear box is concluded the main difficulty is over, as the clutch should be "sweet" enough to take up any discrepancy between clutchshaft and crankshaft speeds on engagement.

The rule for changing "up," that is from a low gear to a higher gear, is:—Declutch, place the gear lever in neutral, pause a short time, place the gear lever in the new gear position, re-engage the clutch. If a "clutch-stop" is fitted, and is known to operate satisfactorily, the pause may be shortened or omitted altogether. The function of a clutch-stop, which usually takes the form of a pad rubbing against the rear of the clutch (i.e. against a portion of the clutchshaft), is to check the spinning of the clutchshaft under its own momentum when the clutch is withdrawn. When one is fitted it comes into action only when the clutch pedal is pressed down to its fullest extent, and if no stop is fitted a pause in "neutral" has the same effect.

For changing "down," that is from a high gear to a lower gear, the rule is:—Declutch, place the gear lever in neutral, re-engage the clutch, speed up the engine by passing the throttle pedal, again, declutch, immediately place the gear lever in the new gear position, re-engage clutch. The

FORD PUBLICATION

USEFUL HANDBOOK FOR OWNERS.

The first move by an automobile manufacturer to establish complete standardization of methods employed in repair service has been made by the Ford Motor Company in a book entitled "Ford Service" which is for distribution to authorized Ford dealers and service stations. The book, which includes about 300 pages is the culmination of several years of research by Ford engineers. It covers in minute detail, with numerous illustrations, every operation in assembling and repairing Ford cars. Automobile engineers all over the country have long urged that a system of repair methods, standardized by the manufacturer be worked out in the interest of our owners. Practically no two mechanics follow the same method even on the same operation, they assert. Efficiency may also vary, it is pointed out, and it is an assurance of the highest type of service if in every shop the methods conducive to highest efficiency are employed.

For years the company has maintained a direct and close service supervision over its dealers and service stations and with the new text this is strengthened by giving mechanics in simple form the approved methods for servicing Ford cars. Publication of the book, a statement says, is "in line with the company policy of improving service to Ford owners in every way proven practical."

DEALER HAS SCHOOL.

A San Antonio (Tex.) auto dealer has opened a school to teach women how to drive. They needn't be car owners, or even expect to own one.

First withdrawal of the clutch is to enable the gear lever to be moved without forces from the original gear position into "neutral." The speeding up of the engine with the clutch engaged but the transmission line broken in the gear box serves to speed up the clutchshaft. The second withdrawal of the clutch disconnects the engine from the gear wheels whilst the new "connection" is being made in the gear box.

(To be continued.)

OUR LINE IS SUPREME

AUSTIN SEVEN MOTORCARS

TRIUMPH MOTORCYCLES

A. J. S. MOTORCYCLES

INDIAN MOTORCYCLES

MARINE ENGINES

GOODYEAR TYRES

MOTOR ACCESSORIES

(Our Motto)

WE TRY TO PLEASE

Alex Ross & Co., (China) Ltd.

No. 4 QUEEN'S ROAD CENTRAL,

HONGKONG.



No other
Motor Spirit
at any price
costs so little
per mile

AS
"SHELL"

ASIATIC PETROLEUM CO., (S) LTD.

(INCORPORATED IN ENGLAND.)



In three months, public recognition of the value of the better Buick of 1926 has been so sweeping, that to-day, one in every four cars sold for G\$1,000 or more is a better Buick.

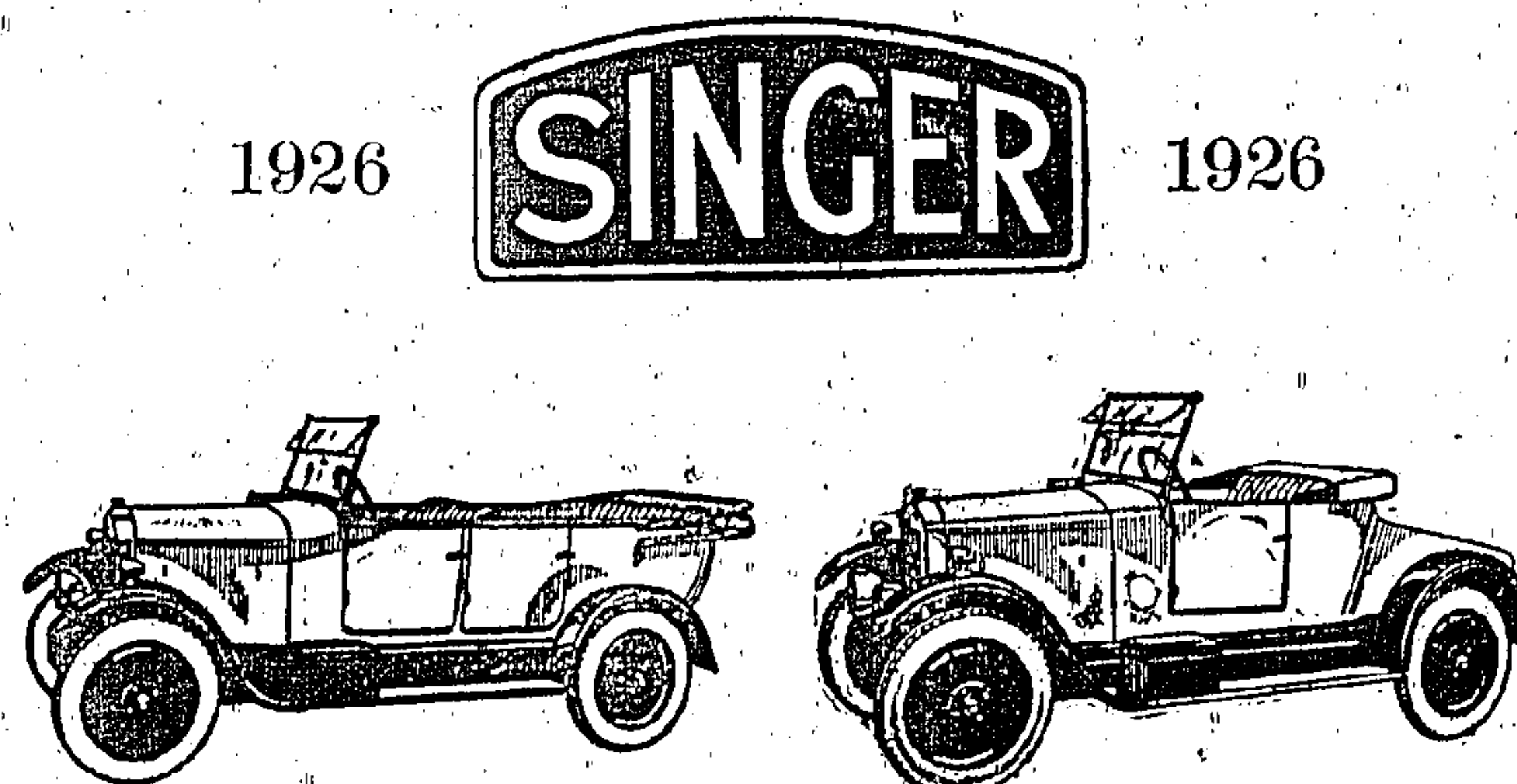
Sole Agents:—

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Telephone C1036.

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FOUR SEATER "DE LUXE"
\$2,200

TWO SEATER "DE LUXE"
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OVERHEAD VALVES

FOUR WHEEL BRAKES

AUTOMATIC WINDSCREEN WIPER

COMPLETE ALL WEATHER EQUIPMENT

PNEUMATIC UPHOLSTERY

DUNLOP RE-INFORCED BALLOON TYRES

35/40 MILES PER GALLON

LARGE RADIATOR

SMART, EFFICIENT AND ECONOMICAL

"SINGER"

represents all that is best in British Light Car Engineering.

FOR FULL SPECIFICATION AND DEMONSTRATION

APPLY TO

GILMAN & CO., LTD.

HONGKONG BANK BUILDING.

STUDENTS' PRIVATE MOTOR BUS SERVICE.



This fleet of five motor busses is used to transport students of Modesto, Calif. During the hours of school opening and closing these busses are filled with students. They provide ideal and cheap transportation to those who live a considerable distance from the school they attend and have no means of transportation. Modesto is one of the first cities in the United States to provide bus service for school children.

ELECTRICAL MOTOR CARS.

LOW RUNNING COSTS.

(From a French Correspondent.)

Most visitors to the Decorative Arts Exhibition in Paris probably made their first tour of the grounds in one of the electrically-propelled cars running there for this purpose, and must have been struck by their comfort and smooth running. There were five of these motor-cars doing the round of the exhibition grounds.

The electrical equipment consisted of a 5-h.p. compound-wound motor and a 40-cell battery of the lead-plate type. The motor was started by means of a rheostat worked by the driver's left pedal, the electrical accelerator being worked by the right pedal. The reversing gear was operated through a lever, so that it will be seen that the operations necessary to control the running of the car were practically identical with those usually adopted in petrol-driven cars, in fact, the drivers were ordinary chauffeurs, and had received no special training.

The cars were designed for fourteen passengers and the authorised speed in the exhibition grounds was fifteen kilometres an hour, though it is doubtful whether they ran faster than six to seven kilometres owing to the crowds and to the generally expressed desire of the passengers to proceed at a walking pace in order that the various buildings might be noted at leisure. Outside the grounds they were able to keep up with the ordinary Paris traffic, and often attained a speed of 30 kilometres an hour, but the commercial speed is probably between 18 and 20 kilometres. The load carried in the exhibition probably averaged between 1,110 and 1,200 kilograms, this being somewhat higher than the economic load, which is 1,000 kilos.

The batteries were charged up every night when the cars were returned to the garage by simply coupling them to the charging board, but in order to insure against stoppage they were charged for about an hour during the day as well. The batteries were carried in two separate cases in an angle-iron frame under the car. Whenever it was necessary to remove a battery or part of it, this was done in a few minutes by running a hand-trolley under the car and lowering the containing cases on to it. The cars were built to run between 70 and 80 kilometres without recharging the accumulators.

The running costs compare favourably with those of petrol-driven cars, the charging current being used at the rate of 500 to 580 watt-hours per car-kilometre during the first six weeks of service, and afterwards averaging 450 watt-hours. The cost of current per car-kilometre thus worked out at P. 0.25 with the supply at 50 centimes per kilo watt-hour. The upkeep of the battery is calculated at 20 centimes per kilometre, so that the total cost per 100 kilometres comes to P. 42.50 as against about P. 70 for petrol-driven cars of the same size at the present rates for petrol and oil.

From the number of inquiries received for these cars it would appear that public interest has been aroused, and as the electricity supply companies are arranging for charging stations, it is probable that they will be used more extensively than hitherto for commercial purposes.—*Manchester Guardian.*

MOTOR FATALITIES AND THE LAW.

A HIGHER TRIBUNAL

The steady increase in the number of deaths resulting from what are commonly called "motor-car accidents" prompts some consideration of the conditions which enable so many incompetent people to possess—at least—and to drive—will—motor vehicles of all sorts and kinds on every available road, at all hours of the day and night, with such an absence of care and caution as to suggest, either indifference or ignorance of the fact that homicide—unless justifiable or excusable—is a crime of a very high order, or the existence of the belief that the possession of a motor vehicle, an insurance policy in connection therewith, and a driver's licence is a sort of passport into the realms of excuse.

Reduced to a minimum, the facilities which chiefly enable this section of the community to be at large upon the roads are threefold, namely:—

1. The hire-purchase system,
2. Inexpensive insurance, and
3. The indiscriminate granting of driving licences.

Hire purchase, and insurance are each in themselves perfectly legitimate commercial transactions, yet, jointly, they facilitate at comparatively small outlay the possession and reckless use of motor vehicles, and the user is further facilitated by the present fatuous licensing of drivers. These facilities are real, and have been, and are being, freely made use of with results inimical to the common safety, and the motor vehicle in the hands of a no inconsiderable number of people has become such a positive common danger as to call for the adoption of stern measures, not only for the protection of life, but also for the protection of life; that is, protection against homicide, which is being committed on such a large scale as to make the word "accident," when used in connection with a motor vehicle fatality, quite a misnomer.

It cannot be too plainly stated that any killing of a reasonable being within the King's peace is "homicide," no matter who and what happen to be the agent and the instrument, and to find out the cause of homicide is the function of the coroner and his jury; but, in so finding—no doubt owing to the predominance of the obvious in simple cases—coroners' juries have become accustomed to pronounce upon the degree of the particular homicide before them, namely, to say whether or not, in their opinion, it falls within or without one or other of the two most serious degrees of "murder" or manslaughter. It is this differentiation, by coroners' juries which calls for the most serious consideration in motor vehicle fatality cases, as the circumstances surrounding them are so new and so complicated that they are fit and proper subjects for investigation and determination before a judge and jury. Let the coroner and his jury still make the preliminary inquiry into the cause of the homicide, but let the higher tribunal pronounce the degree.

It may be that, in addition to finding the degree of the homicide, it would be well to give the higher tribunal power to inquire into all the circumstances surrounding the acquisition of the vehicle and the insurance effected in relation thereto, which in some cases might have a very material bearing upon the degree of the homicide. In any event, a power to avoid a policy (third-party, for example), should the homicide be found to fall short of manslaughter, would not materially inquire contingency would do much to check the reckless.

The sending of all cases of motor vehicle fatality to be tried before a judge and jury would not affect any vested commercial interest; but the possibility of such an ordeal

BALLOON TYRES BEST.

INTERESTING INTERVIEW WITH FIRESTONE OFFICIAL.

On Tuesday last, we had the pleasure of a visit from Mr. R. M. Bowman, who is at present visiting Hongkong in the interests of the Firestone Tyre Factory. Mr. Bowman is making one of his periodical visits through Japan, China and the Philippine Islands.

Asked whether balloon tyres had really come to stay, Mr. Bowman stated that there could be no two opinions on the question. "From every point of view," he said, "the balloon tyre has more than justified its creation. It is the best thing that ever happened in the automobile industry. One of the outstanding arguments in favour of low pressure tyres is provided by the records won on racing tracks since their inception. Practically every racing car in the United States is equipped with Firestone balloon tyres, and it has been found that much better results are obtained on account of the fact that, whereas the high pressure tyre "jumps" the car over obstructions, the balloon tyres merely folds over the obstruction, thus preventing a momentary loss of power which is experienced when the power wheels leave the road or track surface."

Mr. Bowman is convinced that in Hongkong particularly, balloon tyres are essential to safety, on account of the winding nature of the roads. Another interesting fact gleaned, dispels the impression which some motorists have, that low pressure tyres cause a certain loss of power on account of the wider traction surface. "As a matter of fact," said Mr. Bowman, "an actual coasting test was carried out which emphatically disproves this somewhat common impression. A car fitted with the old type of high pressure tyres, was allowed to coast down a certain hill. The distance travelled was measured and the run was again made after balloon tyres had been fitted. It surprised even the most sanguine engineers present to find that the balloon tyres actually carried the machine a considerably greater distance than did the ordinary pneumatics."

Mr. Bowman instanced an interesting experiment carried out by the Osaka Taxi Cab Company. This concern operates 300 taxis, and the mileage per high pressure tyre worked out at from 5,000 to 8,000 miles. Ten of the taxis were fitted with balloon tyres and a check made, with the result that it was discovered that the balloon tyre gave from 12,000 to 14,000 miles. "Needless to say," continued the Firestone representative, "the remainder of the Company's fleet of cabs are to be fitted with balloon tyres in the future."

Another interesting observation was made in regard to the deep and somewhat wide tread found on balloon tyres. This is provided on account of the fact that when the tyre flattens out at the point of road contact, it is most necessary to guard against straining the carcass as a result of the compression of the rubber against the road surface. The provision of the tread allows the rubber to spread into the tread, thus preventing the damage which would otherwise be caused by straining.

would do much to protect the most sacred of all vested interests, namely, human life, and save it from being held so cheaply by those who at the present time have only got to risk the finding of a coroner's jury—and trust to luck.

"JEWEL TONE EXHIBIT."

COLOURED CADILLACS.

The Cadillac exhibit at the Automobile Salon, Hotel Commodore, New York City, includes twelve custom built bodies by Judkins, Fleetwood, LeBaron, Holbrook, Brunn and Fisher.

The display of four Fisher bodies has been termed a "jewel tone exhibit," the basis of the colour scheme in each of the four cars being a semi-precious jewel. An aquamarine, a topaz, a carnelian opal and a garnet were selected as motifs and the colours of the body and upholstery have been made to correspond exactly with the colour of the jewel. The jewels are on exhibition with the cars.

The aquamarine is the colour motif of the Imperial, the paint being a two-tone aquamarine green light and dark, with a stripe of caprice rose. The upholstery is a Wiese Wolvetyne aquamarine green, the wool carpet, with a soft luxurious pile fully half an inch deep specially woven for the purpose in a colour to match. The leather of the front compartment is a glove-finish cowhide morocco and in the tonneau the brocade silk of the upholstery panels is of geometrical patterns in fleur-de-lis design woven on Jacquard looms.

The carnelian opal is the colour motif of the five-passenger sedan; the garnet of the four-passenger phaeton, and the topaz of the five-passenger coupe. In the last, the upholstery is a Wiese lustre weave broadcloth in topaz tan, a colour derived from the dark facets in the topaz. The lustre of the material gives it the effect of burnished old gold.

The interior hardware of the Fisher custom bodies is sterling silver, gold-plated in the five-passenger coupe and treated with a transparent enamel in the other cars, with inlaid walnut panelling on the doors.

GIANT MOTOR CARGO SHIP.

SUCCESSFUL BRITISH VESSEL.

The largest single-deck ship in the world, and one of the largest motor ships afloat, is the British-built vessel "Silurian," which has just completed her first year at sea. She is a most remarkable ship, for though displacing 14,670 tons and carrying 10,500 tons of cargo, she has a draught of less than 26 ft.

Stevedores everywhere have been loud in their praise of her design on account of the extreme ease with which her cargo can be handled. She has five immense holds and six hatches. One of the holds is nearly half the length of the vessel (which is 430 ft.). Another is reached through a gigantic hatch measuring no less than 56 ft. by 21 ft., which is very useful for outside cargo such as locomotives, bulky machinery, &c. Another hold is in the form of a tank, so that a proportion of cargo can be oil or other liquid when required.

Although this enormous ship does 10½ knots on service, her engines are comparatively small. They are two 1,250 h.p. 6-cylinder Beardmore-Tosi Diesel units, made and installed by William Beardmore & Co. Ltd., the famous ship-builders and engineers, of Glasgow.

Beardmore-Tosi engines have proved among the most eloquent missionaries in the cause of the oil engine for marine propulsion, and nowhere more so than in the case of the "Silurian." Her oil consumption is 10½ tons per day for all purposes; under similar conditions a steamer would consume 4½ tons of coal. Add to this the saving in machinery space, personnel and engine-room expenses, and it is easily seen which system is the more profitable.

The "Silurian" carries 560 tons of oil, enough to keep her at sea for 50 days. There is not an ounce of steam nor a boiler aboard the ship; all auxiliary services being electric, from dynamos driven by smaller engines of the same Beardmore-Tosi type.

GAS TAX REVENUE.

The gasoline tax instituted by the Provincial Government of Canada in 1925 will give the Province of Quebec this year a revenue of approximately \$750,000. Last year the province collected about \$520,000.

The March of Merit

Public demand for a product increases in proportion with the product's ability to prove its worth.

Year after year, from the very beginning, demand for Graham Brothers Trucks has increased from 50 to 150 per cent over each preceding year.

1925 was typical. Graham Brothers production for the first six months equalled their entire output for 1925.

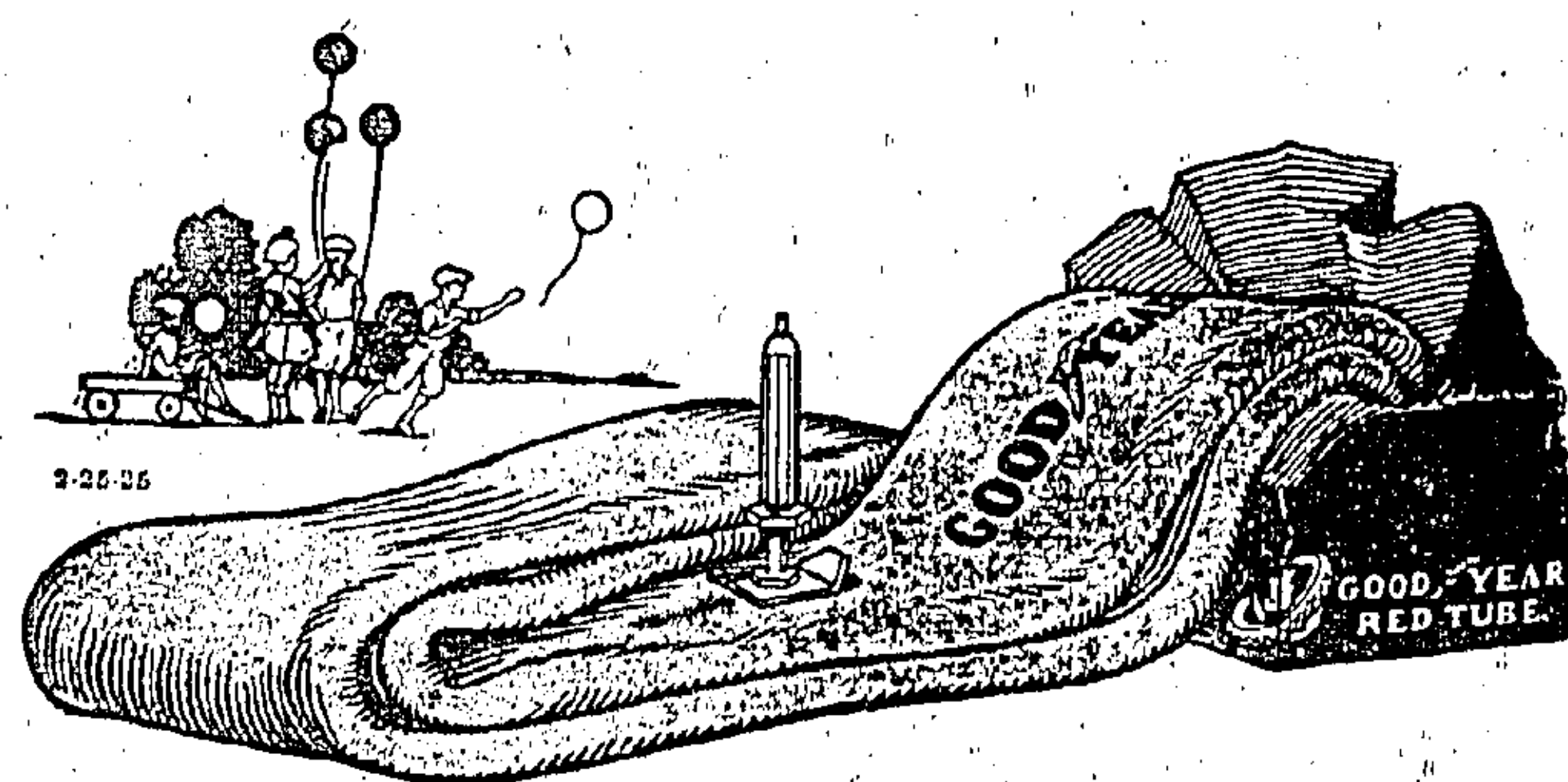
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to put a poor inner tube in a good cover. A good cover cannot serve you well unless it is perfectly supported by a faultless inner tube.

The ideal combination is a Goodyear Balloon Tyre fitted with a Goodyear Balloon Inner Tube.

Goodyear Balloon Inner Tubes are built up layer upon layer of pure rubber which minimizes the possibility of any slow leaks.

The name Goodyear on your balloon inner tubes is your assurance of complete and satisfactory service.

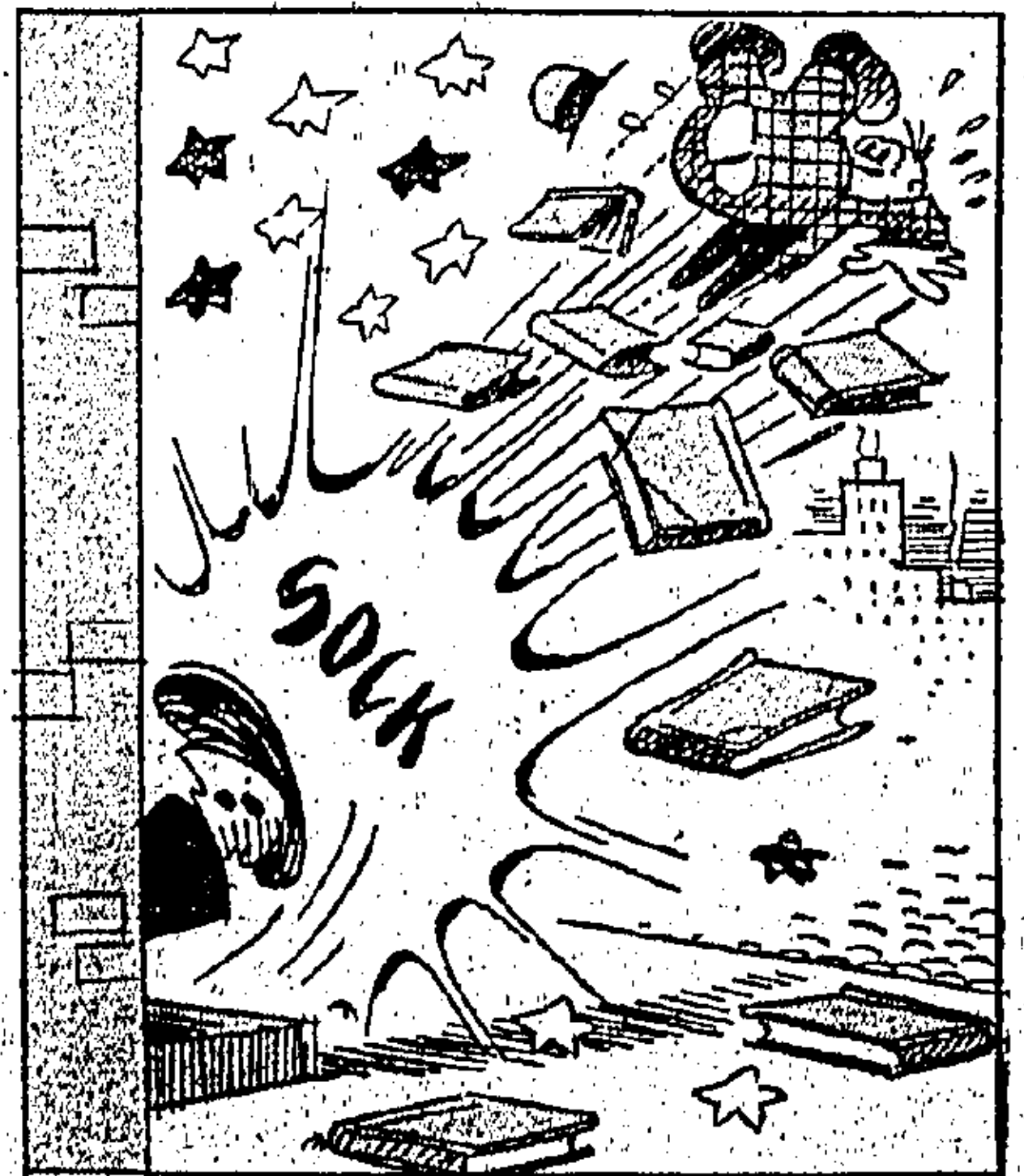
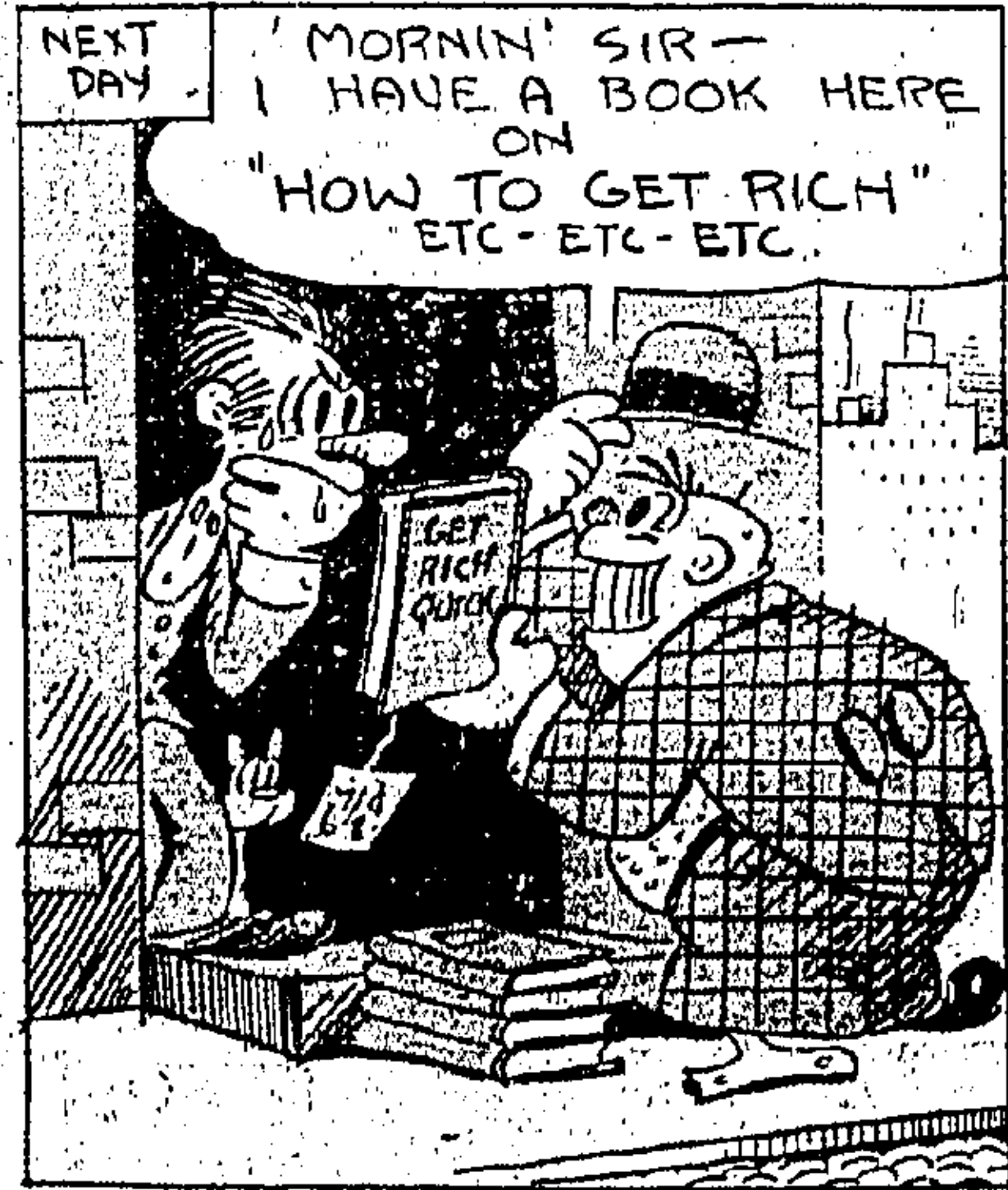
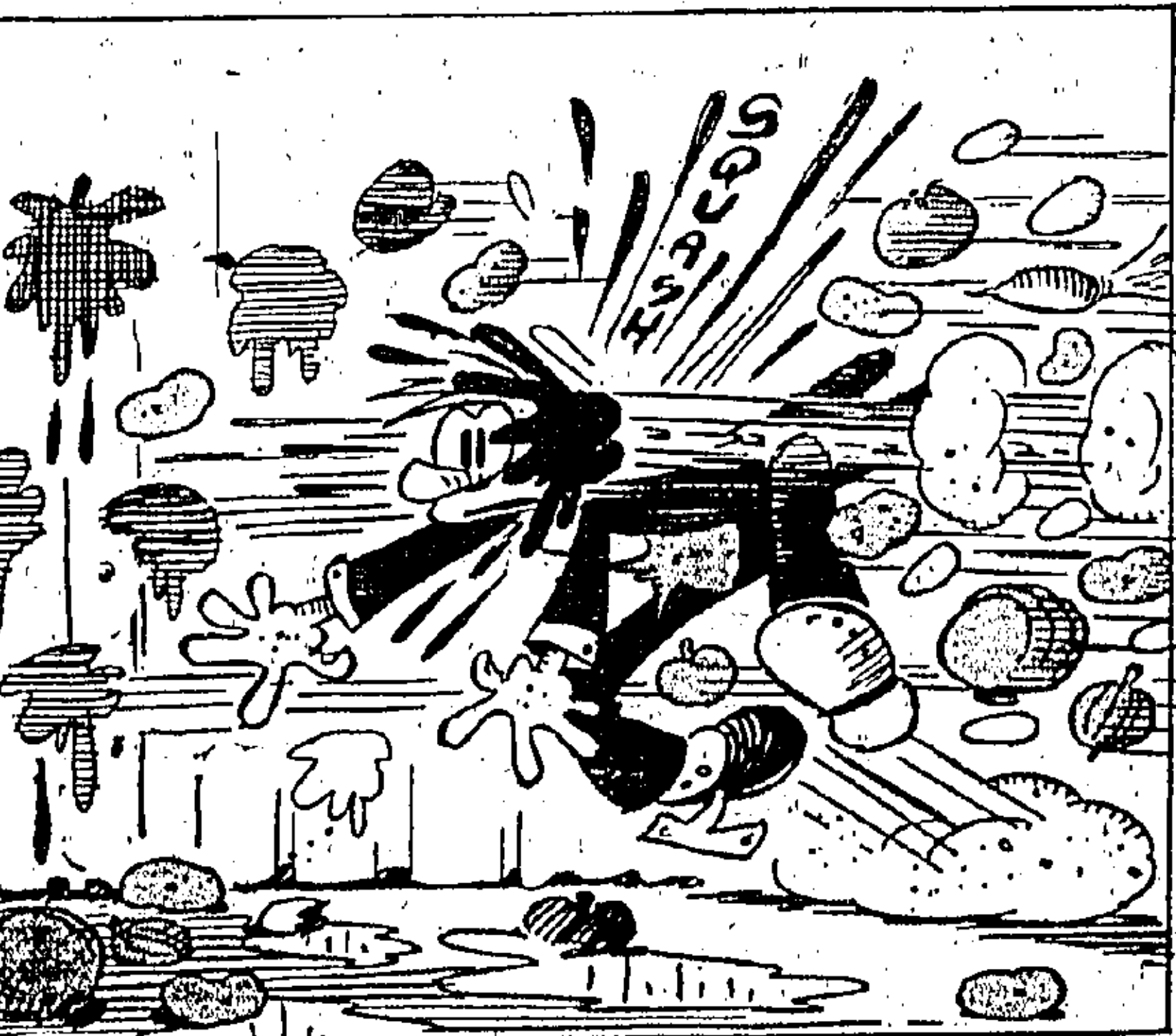
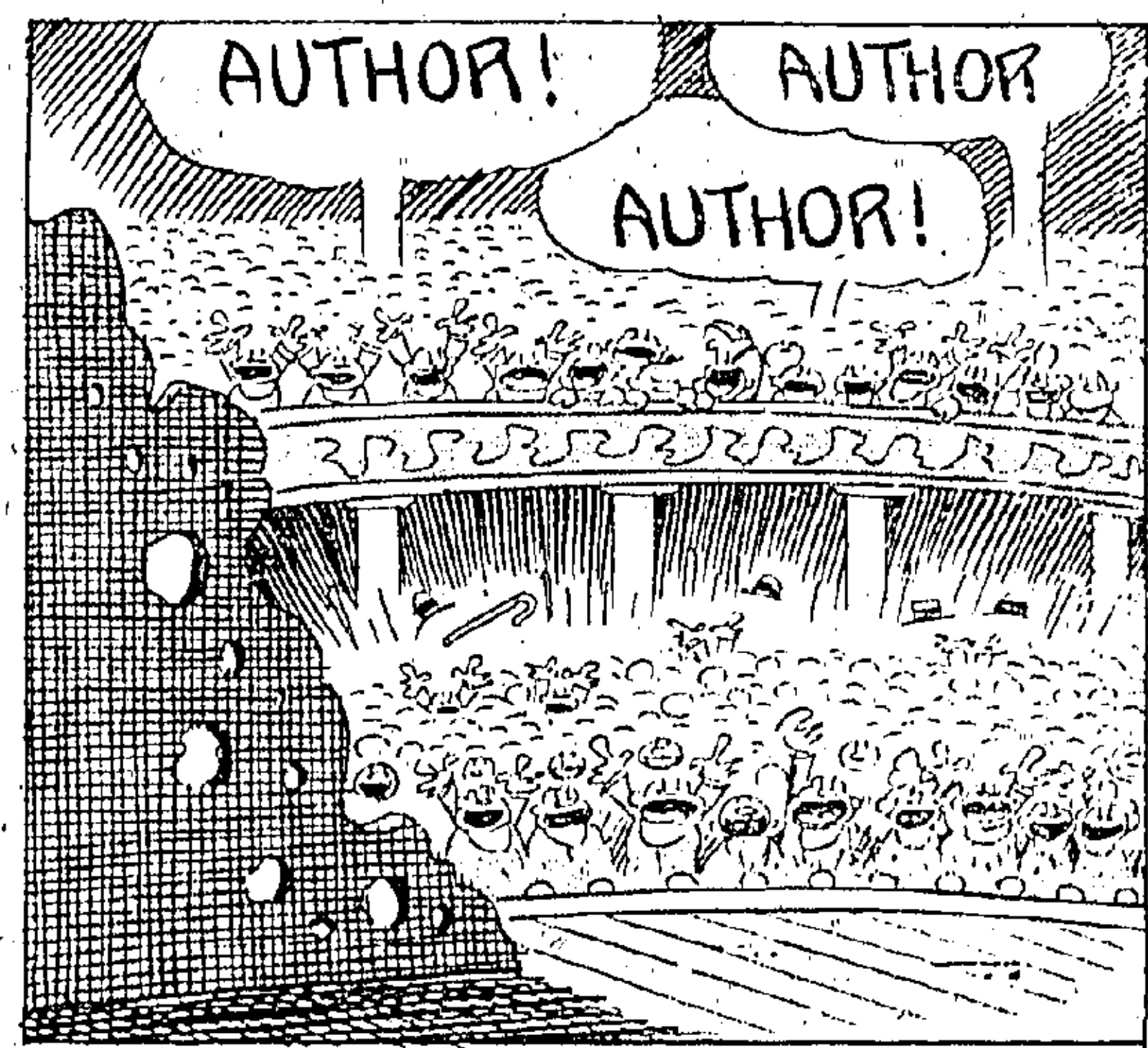
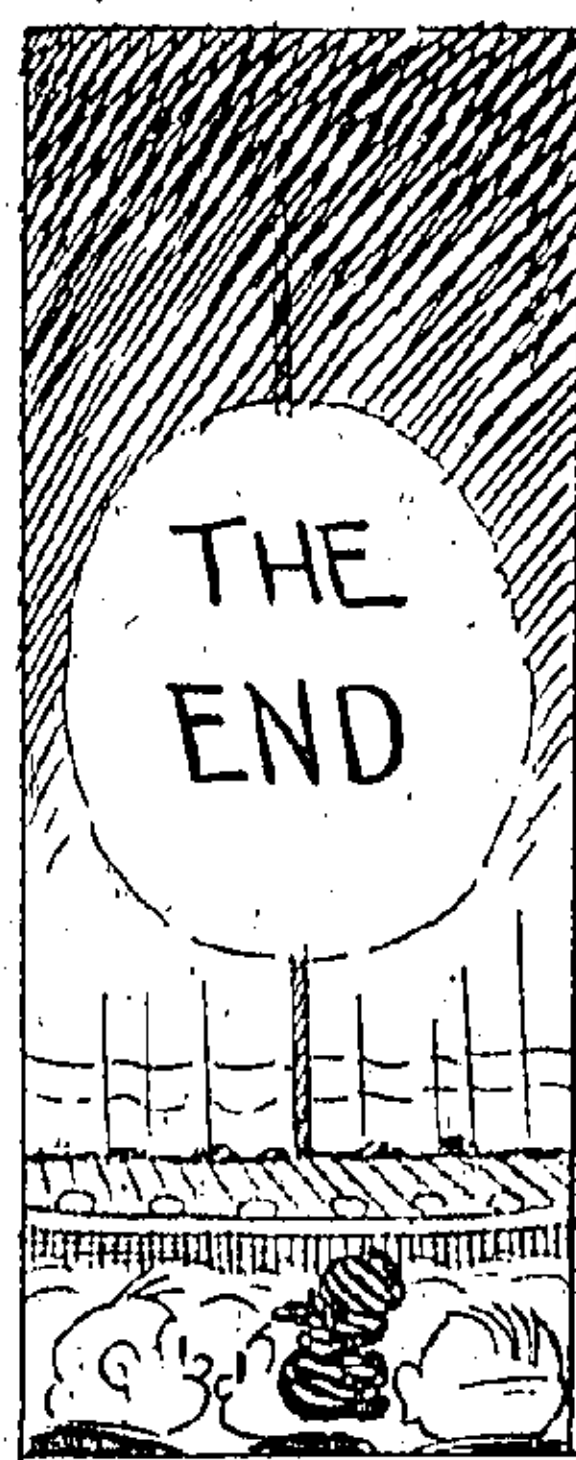
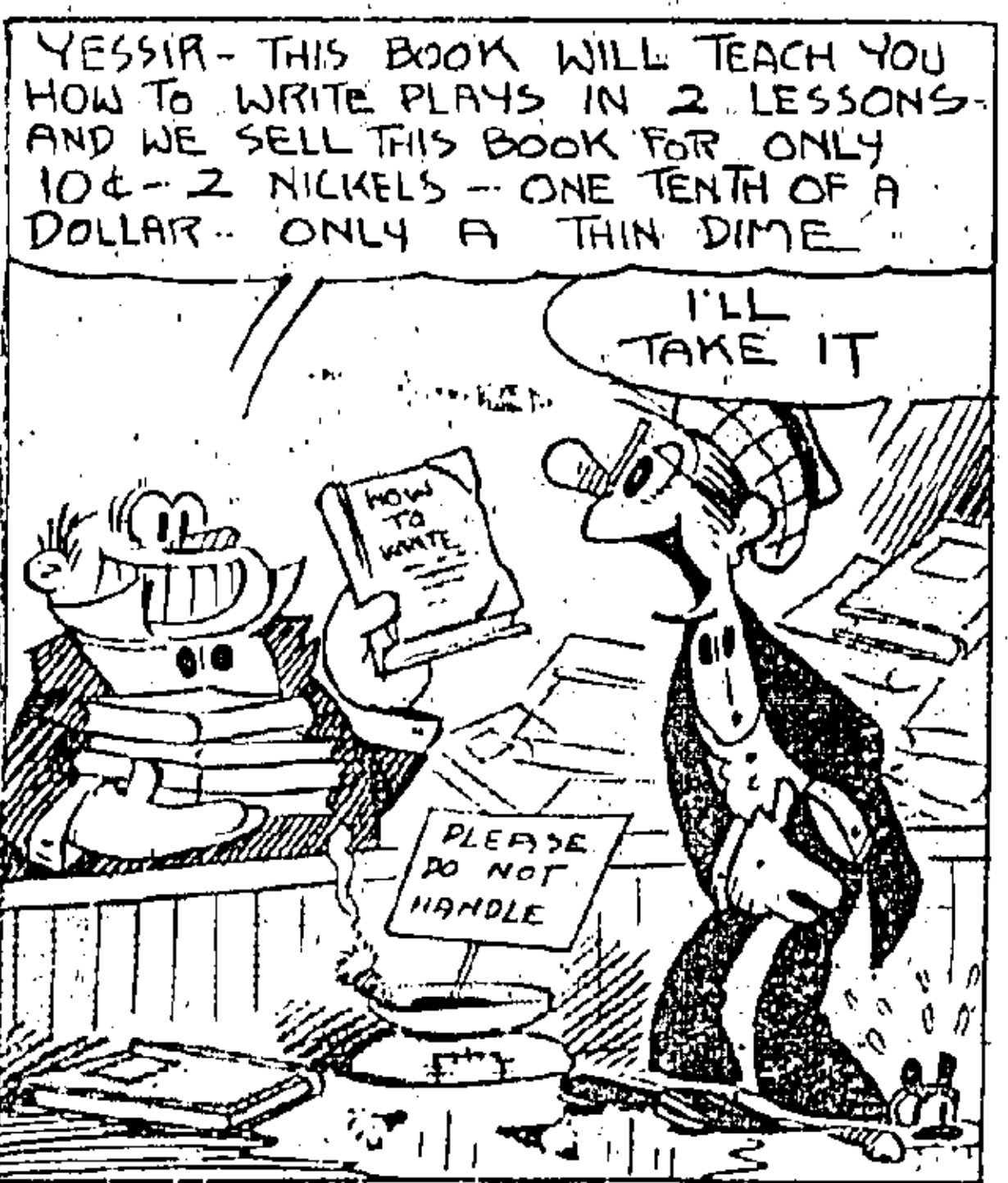
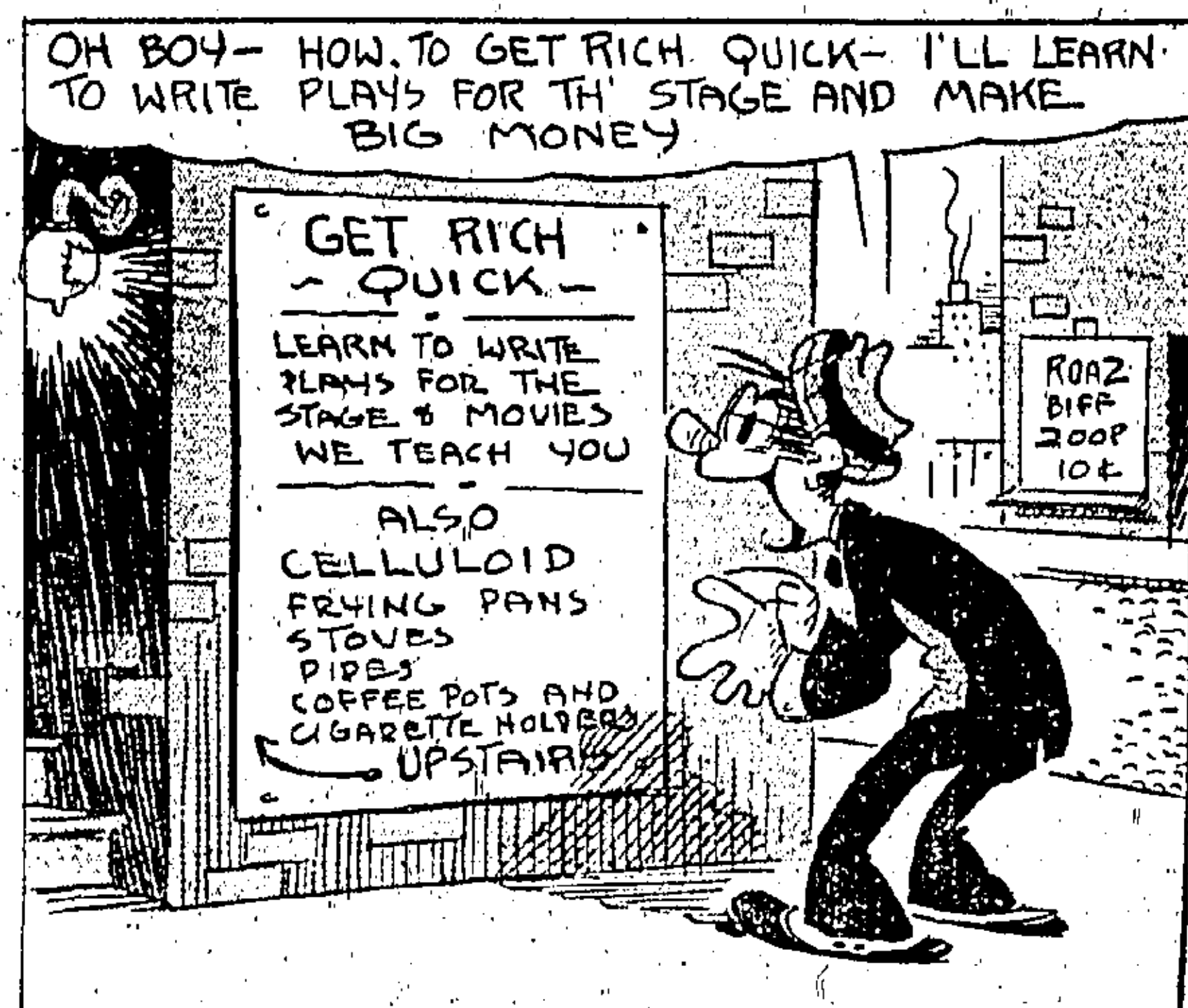
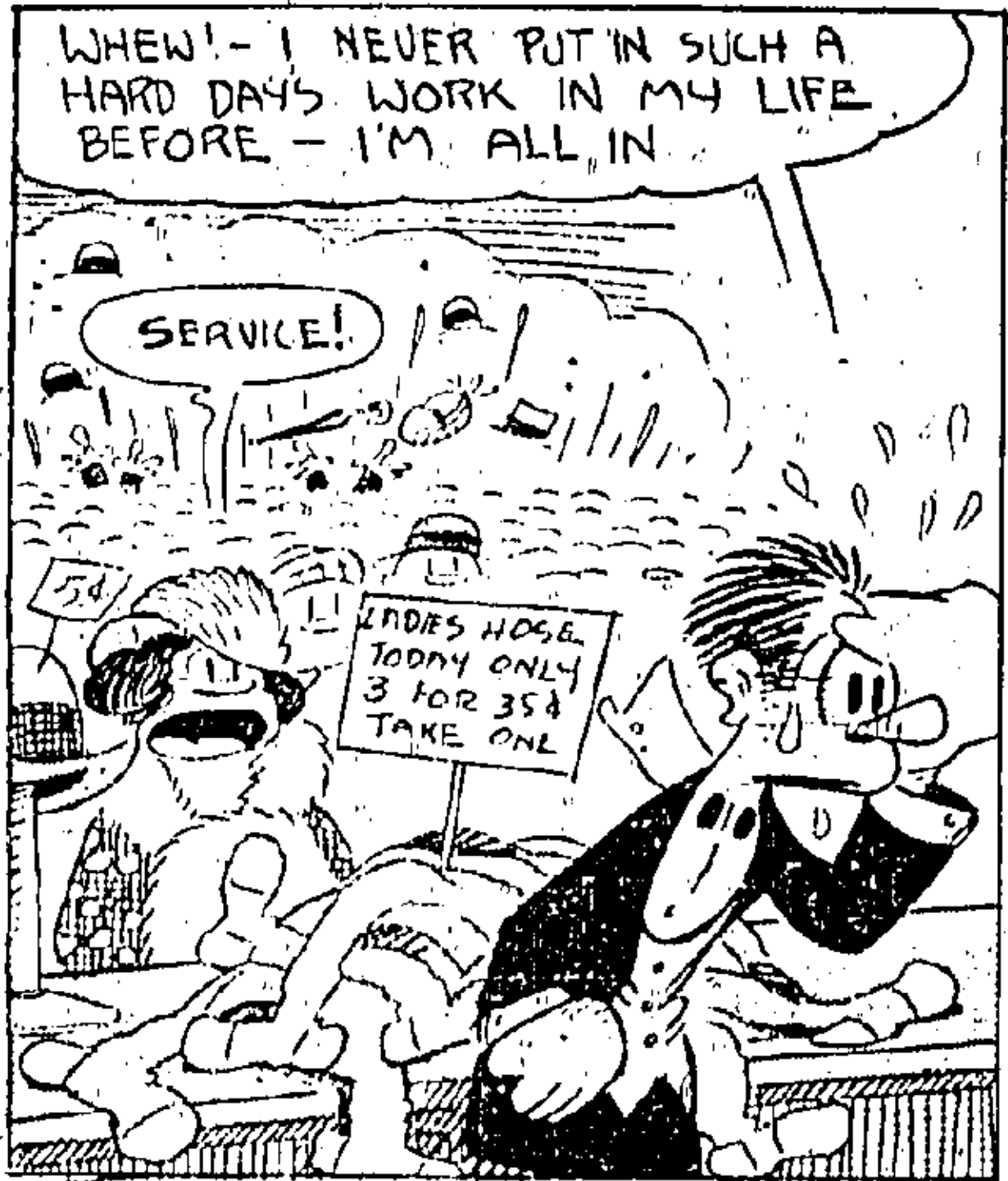
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WHITEAWAY'S FOR STANDARD VALUES



Flashlight photograph taken on the steps of the Club de Recreio on Wednesday evening on the occasion of the farewell reception given to the Hon. Mr. A. G. M. Fletcher, and Mrs. Fletcher, on their departure to Ceylon. (Photo: Moe Cheung).

HOCKEY MATCH.

NAVY DEFEATS PUNJABIS.

Following defeats at the hands of the Hongkong Hockey Club first and second elevens, the Punjabis sustained a third successive reverse at the U.S.H.C. ground, Kowloon, last evening, when they met a team from the Navy, and were defeated by three goals to two. The game was a fast and sporting one, both sides playing well.

At first, it looked as though the Indians would have a runaway victory. Really good forward play enabled them to put early pressure on the Navy goal, and, coupled with the fact that Emley and Wainchope backs, were none too sure at the beginning, they had several opportunities which were successfully dealt with. When the sailors had settled down, however, the game took on a different aspect, the Punjabis being called upon to do a good deal of defensive work. On the whole the play was fairly even-

ly divided, the Navy showing rather the better form, when they had settled down.

After the Indians had spent the force of their opening attack, Simpson sent his forwards away in good style, the ball passing with accuracy from stick to stick. The ball was cleared right down the field, however, and several good shots by the Punjabis forwards went astray. Once again, the Navy took the ball to the opposing goal and Wilson hit the post with a strong drive. A sudden runaway enabled the Indians to obtain the lead, but from the restart Nicholson equalised. For most of the remaining part of the first half the sailors dominated the game, and before the interval the same player put them ahead.

Strong efforts to equalise were made by the Punjabis in the second half, and excellent play enabled them to keep the sailors defending their goal. However, the goalkeeper was "responsible" for some smart saves at this period of the game, and try as they would, the Indians could not score. At last play shifted to midfield, and for a time neither side seemed to be able to make much headway, but eventually the Indians succeeded in levelling the scores. Soon afterwards, Simpson put the sailors ahead again with the last goal of the match.

LAST NIGHT'S FIRE

WING LOK STREET BLAZE.

A four-storeyed building at the corner of Wing Lok Street and Hillier Street was burnt out last night in a fire which apparently started on the second floor. The alarm was given from Wing Lok Street about 7.45 p.m., and the Fire Brigade were soon in attendance. The conflagration already had a good hold, and the floors above and below were quickly involved, but the firemen succeeded in preventing its spreading to adjoining premises.

The second floor of the building was used as a laquer store, the goods being the property of the Fong Him Lung firm, and the flames here had plenty to feed upon. By nine o'clock, however, the blaze had been definitely controlled, and shortly afterwards the firemen from Central were able to return to headquarters, those from outlying stations having already left.

Boy Scouts under the Rev. Mr. G. T. Walgrave turned out during the fire and gave great assistance in salvaging property which the inmates of various floors had to throw out into the street. The staircases were all burned down, but fortunately the hour was early enough to enable the alarm to reach everyone in the house, and no casualties were reported.

Besides the lacquer-ware firm already mentioned, the occupiers of the burned dwelling included a box-manufacturer, and the Luen On Insurance Company.

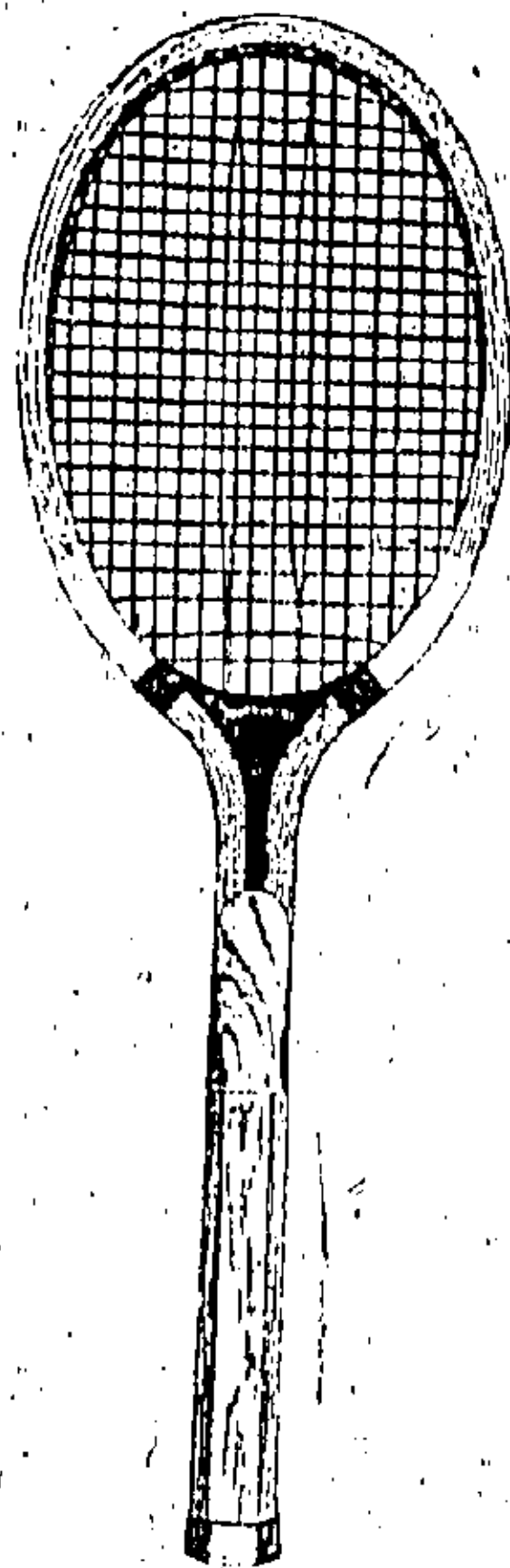
While the blaze at Wing Lok Street was being tackled, a call came from Sutherland Street, but this proved to be merely the fusing of an electric wire which the inmates of the premises affected were able to deal with before the Brigade arrived.

In the Atherley case, the cross-examination of the cashier was concluded yesterday afternoon, and the hearing was adjourned until 10.30 a.m. on Monday.

RACKETS.

FOR THE TOURNAMENT.
NEW STOCKS

Prim-ris	\$40.00	Model G.	\$32.50
Balmoral	\$30.00	Gold Medal	\$30.00
Tournament	\$24.00	Vantage	\$19.50
Globe	\$19.50	Windermere	\$14.50
Criterion	\$24.00	Albion	\$27.50
Presses	\$1.20 \$1.50	Covers	80 cts.



RACKETS RESTRUNG WITH ENGLISH GUT.

LANE, CRAWFORD, LTD.

There will be
TEA & DINNER DANCES
at the
KING EDWARD HOTEL

on the following dates:—

TEA DANCE

12th Jan. 1926. 19th Jan. 1926.
14th " " 21st " "

DINNER DANCE

9th January, 1926.

16th " "

Further announcements to follow.

Bookings for the Dinner Dances can be made at the Reception Office.

GOD'S WILL.

By the Rev. G. R. Lindsay, M. A.

"Teach me to do Thy will.—
Psalm 144.10.

"Men and women order their lives consciously or unconsciously according to a certain standard. It may be a moral standard or it may be wholly idealistic. This man looks out upon the world and sees the clash of differing and opposing principles operating in human lives, and makes a definite resolve that nothing less shall be his standard than the will of God; lofty, it may be, and difficult, but, if God be God, his will must be best and nothing else can satisfy him. He feels something higher than his reach, at which he feels compelled to grasp. There is no trace of boasting, of self-righteousness, or special attainment. It is the cry of a man conscious of his weakness, but ready to try, 'Teach me to do Thy will.'

The will of God. What is it in relation to man? "This is the will of God, that you believe in the name of his Son, Jesus Christ." That is the first thing. God's will for you and me is that we set our hope on His Son. History proves that we must put our trust in something or someone, even if that be oneself. Some trust in the moral condition of the race, others in the strength of the human will. But this is all wrong. God's will is that we abandon specious schemes of self-redemption, and put our trust in Christ. Trust not in the mind only, but in your own emotions and will: in the very centre of our complex personalities to enshrine Him Lord of all. This is first and foremost in God's will for men. To do His will in this way seems difficult for many. Some of the readers of this article may have been "put off" by the hypocrisy of Christians, or by unreality in the church, or by well-meant but ignorant expositions of the Bible. Others again may be faced with

bewildering doubt or hostility. But God can lead us through—

He can guide us through life's maze.

Because himself discerns all ways.

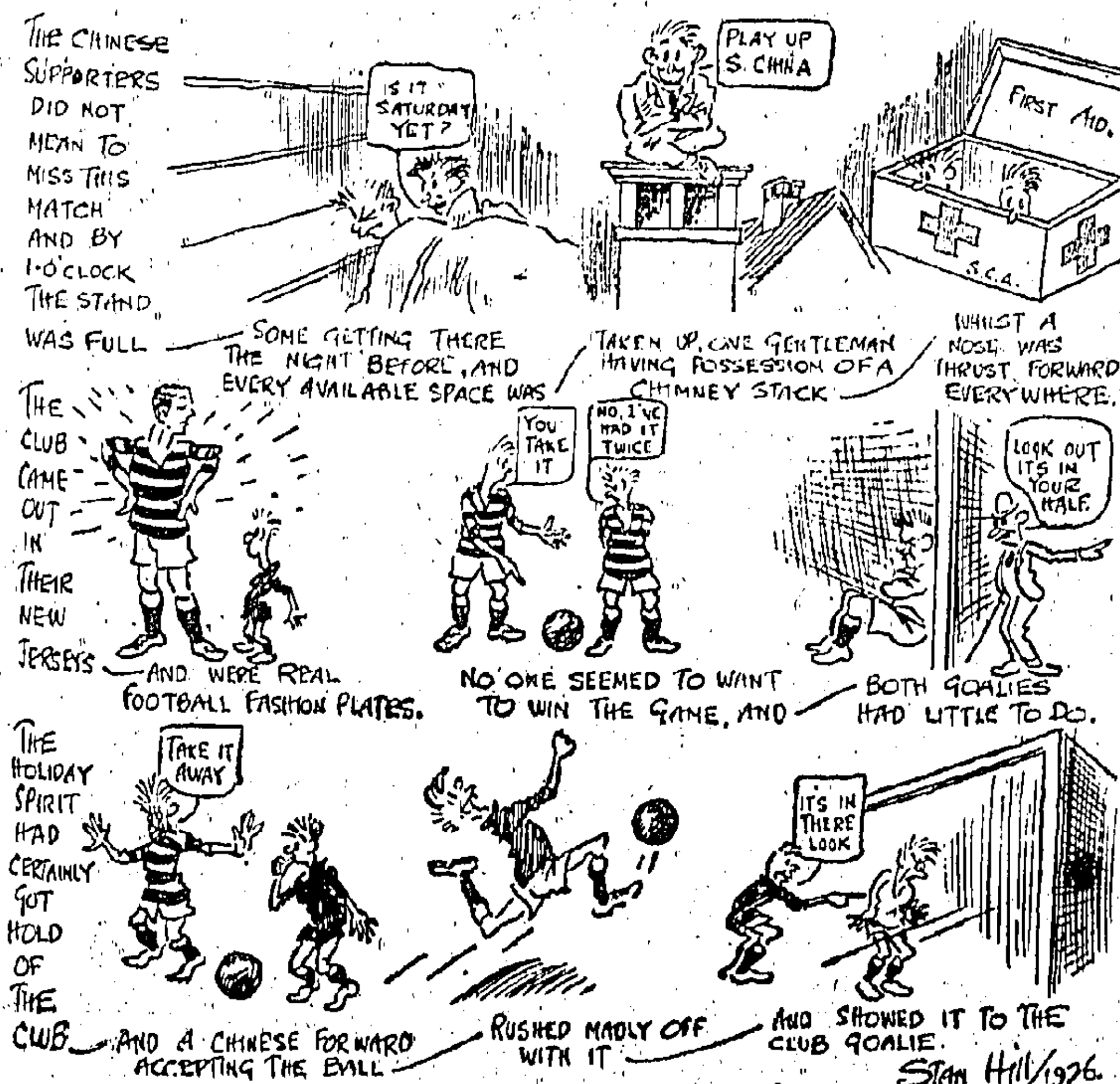
Open to reach him.

"Lord I believe, help Thou mine unbelief," and, further, "doing the will of God" means the acceptance of His will as the guide and goal of life in all its manifold relationships. The whole of this rule and His desires for us are comprehended in this phrase. Doing the will of God—what a message for the nations. But the words in their primary application are personal—Teach me. "Teach me to walk and work, to serve, to pay wages, to rent houses, to marry according to Thy will." It is not a prayer for knowledge. Knowing His will is far different from doing. It is not difficult to learn that purity is the only virtue worthy of a man and woman, but it means a mighty struggle for many to be clean, even in their secret thoughts.

It is easier to learn that to be true to God and men and oneself is pre-eminently right, than it is not to play them false under stress of trade competition, religious lethargy, or self-interest. This is no idle prayer, but though the lesson be difficult, the Teacher is able to accomplish His purpose. God can not only apprise us of His will in abstract terms, but in flesh and blood. He can bring home to the heart and conscience what purity and truth and love mean, by showing to us the Saviour of the world. He can change and enlarge our conceptions of things that matters. He will, in response to our upward look, give to us, through His spirit power to achieve. God can work in us, both to will and to do his good pleasure.

OUR FOOTBALL CARTOON.

(By Stan. Hill)



THE CLUB v. SOUTH CHINA MATCH.

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BY

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COLLARS & TIES
ETC., ETC.

HATS & SUNHELMETS
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SUIT CASES & COLLAR BOXES
WARDROBE TRUNK
ETC., ETC.

These have all been more or less damaged by
water in the recent **Hongkong Hotel Fire**. Goods
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NOW OPEN

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Wedding and Christening Cakes to order.

Only the best food and wines served.

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the market but—"The Beer
without a Peer"

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We are now in a position to supply the above direct to consumers and shall be pleased to do so in quantities upwards of 1 Cwt and 1 Gallon respectively.

PRICES, either Ex works or delivered, may be obtained on application.

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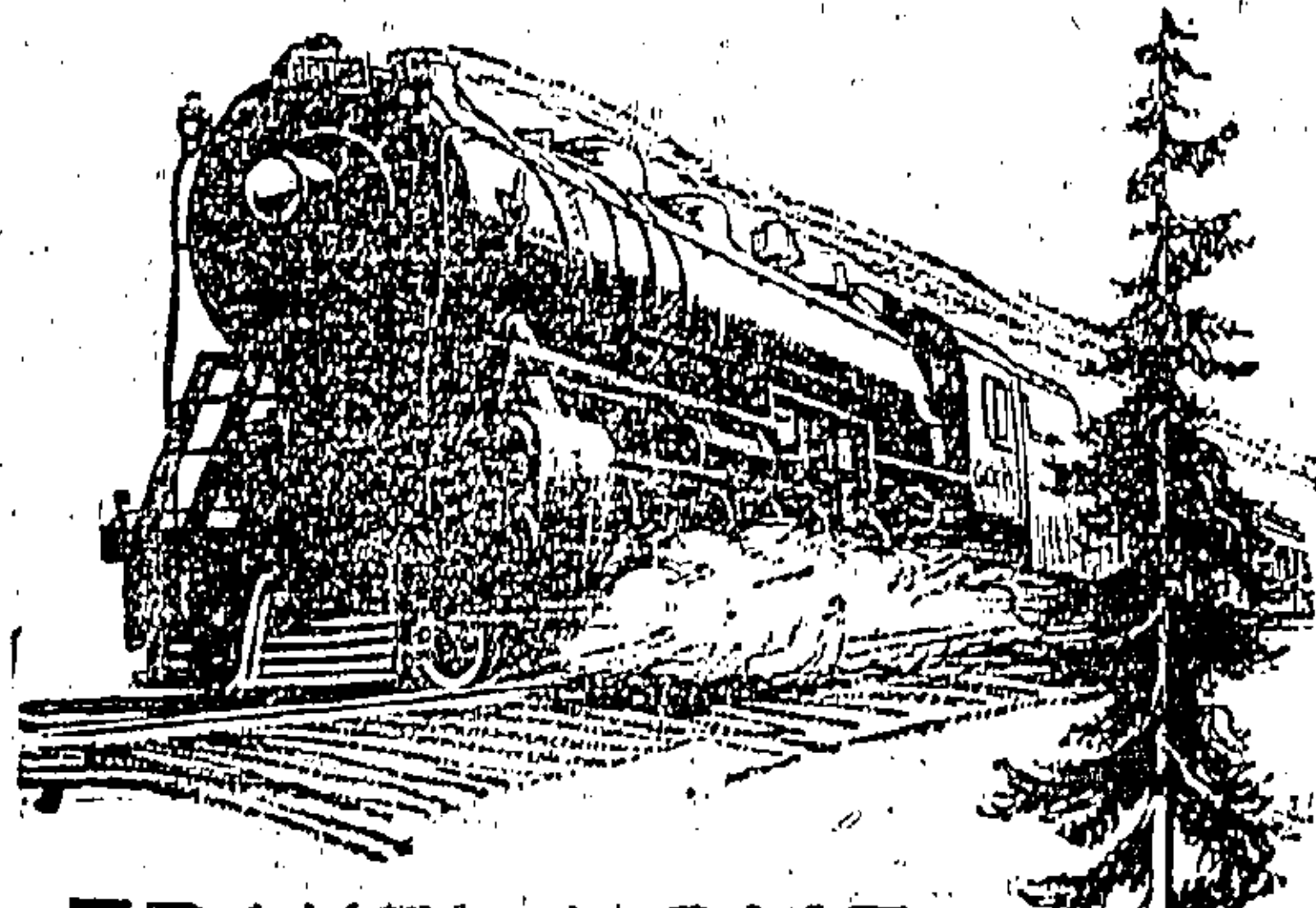
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Oaks — Walnut

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Non-poisonous and Durable.

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SHANGHAI.

HONGKONG.

PROHIBITION CRIME.

MORE JUDGES WANTED.

The U.S. federal judicial machinery has reached its peak in the disposition of prohibition cases and additional judges and legal assistance are urgently needed to keep abreast of the flood. Mrs. Mabel Walker Willebrandt, assistant U. S. Attorney General declared in the annual report of the Department of Justice made public recently.

"Despite utmost endeavor, the number of pending prohibition cases increased from 22,380 at the end of the previous fiscal year to 25,334 at the close of business June 30, 1925," said Mrs. Willebrandt. "The number of cases terminated was 48,734, showing a considerable increase over the previous year, but the number of cases filed increased from 46,431 to 51,088."

"If the dockets are to be cleared and the number of pending cases kept at a reasonable figure it is necessary that additional assistance, both judicial and prosecuting, be given at the points where clogged dockets and a continuous rush of cases make the speedy administration of justice practically impossible."

In this opinion Attorney General Sargent concurred, endorsing in his annual report the recommendation of the senior circuit judges that nine additional federal judges be provided along the Atlantic seaboard, and recommending again that Congress appropriate funds to raise the salaries of United States Attorneys and their assistants, "in the interest of efficiency and greater economy."

"My predecessor invited attention," said Sargent, "to the fact that the criminal business of the federal government had increased 33 1-3 per cent. since 1920 and over 500 per cent. since 1921, and that the 'evil business' had doubled since 1920. This great increase in federal litigation necessitates United States Attorneys and their assistants giving their full time to the government and does not permit of their devoting a part of their time to private practice as they formerly could."

Mrs. Willebrandt further amplified the description of federal court congestion.

"United States Attorneys throughout the country are handicapped by insufficient legal and clerical assistance and in many districts are prevented from promptly disposing of criminal prosecutions by the inability of the courts to give sufficient time to the holding of criminal sessions."

"Additional judges and increased office help are absolutely necessary to bring about a more speedy disposition of criminal cases in the congested districts."

The report of Mrs. Willebrandt showed that 763 rum smuggling ships were seized by the government forces during the fiscal year ended June 30, 516 with cargo and 237 without cargo. She accompanied her statistics with a picturesque description of the rum smuggling trade and the chaotic state of the law with respect to prohibition enforcement on the high seas.

Recent discoveries are that foreign rum smugglers now very seldom come within the territorial jurisdiction of the United States and the actual smuggling over the United States line is done by American vessels and by American citizens, and that the main supply point on the Atlantic side for international liquor smugglers has been shifted from Nassau, Bahama Islands, to Havana, Cuba.

The series of liquor smuggling treaties contracted between the United States and other maritime powers, have not been of the assistance in enforcement on the high seas that was hoped. Mrs. Willebrandt made plain, "While they have been of some help, the provision fixing the distance from shore at which seizures may be made at 'one hour's run' has resulted in many difficulties, she said."

"The practical effect of the treaties has been to move the so-called 'rum row' out farther from the shore line of the United States to a position where the rum smugglers believe they are beyond the power and authority of the public vessels of the United States."

"Their judgment in this respect has not always been good but they have usually kept themselves far enough out at sea to cause serious disputed questions of fact to arise pertaining to the one hour's run from shore."

More than 300 foreign vessels have been engaged in the rum smuggling trade during the fiscal year and for a reasonable period prior thereto and the great majority of these vessels have been British. Mrs. Willebrandt said, adding that the treaties give indication that the British Government henceforth will cooperate in suppressing British participation in this trade.

Mrs. Willebrandt cited many divergent decisions of the federal courts on liquor smuggling cases and said "It is apparent that the courts of the United States are in serious disagreement as to the interpretation of these treaties. In view of some of these decisions, she said, "It is very essential that Congress be called upon to enact legislation to remedy the situation at the earliest possible date." Some decisions have virtually nullified the activities of the Coast Guard against American vessels in the rum smuggling business.

Other features of the Justice Department report were statements that there are pending in

IMPREGNABLE U.S.

SECRETARY OF WAR'S OPINION.

The United States is practically impregnable to any attack by any combination of foreign powers, short of a surprise attack, according to a report prepared by Secretary of War Dwight Davis when he was Assistant Secretary of War and made public recently.

"The resources of men and material, which are available or which can be made available in case of emergency by the proper system of reserves and prompt strategical and diplomatic action on the occurrence of the emergency," said Davis, "are so preponderant in comparison to those available to any combination of enemy powers that it is certain that no successful attack can be made against the continental United States unless it can be carried out with such rapidity that time is not available for our industrial and military mobilization."

"The tremendous importance of accelerating our mobilization by means of adequate reserves is obvious."

The actual annual cost of the U. S. Army is materially in excess of the present annual appropriation due to the rapid rate of depletion of equipment and supplies left over from the World War, according to Davis.

"Sooner or later this condition will have to be corrected either by means of greater appropriations or by the reduction of War Department activities," Davis said. "Bad as the situation is, the depletion of our War reserves has even a more serious aspect."

Davis pointed out the extensive procurement programme of the War Department now being developed as well as plans for the control of transportation in time of war. He declared that it is essential that during any major emergency the railroads of the country be operated under unified control for the greatest efficiency.

The United States Court of Claims, \$1,602,987,166 of claims, an increase of nearly \$50,000,000 over the preceding year; that the federal penitentiaries are crowded far beyond their normal capacity and prompt relief is demanded; and that the government has, in all, collected a total of \$8,658,170 from war contractors at a total cost of \$1,700,000.

Attorney General Sargent made 13 recommendations for legislation, principally suggestions for amendment of the criminal code to expedite federal prosecutions, including one which has figured in every annual report of an Attorney General for the past 10 years—that a law be passed making it a crime to kill a federal process server. The existing statute makes it a crime only to assault, beat, or wound.

MOULMEIN "MIRACLES."

HEALING BY TOUCH.

In these days of many wonders in the realm of invention, it is remarkable how very sceptical people are when one talks of miraculous happenings and spiritual manifestations. We are constantly told that the days of miracles are over and are contented to end conversations on such subjects with such an observation. But reports, which, it must be admitted, are from people who went to scoff, have been received in Moulmein which would belie the statement and, emphatically prove that the age of miracles is not over.

According to my informant (says a correspondent of the Rangoon Times) there is at present staying on a hill about three miles from Yennyein railway station and 26 miles from Martaban, a Chinese who is a Buddhist monk and is possessed of the wonderful power to heal any disease or infirmity to which man is heir by the simple process of touching him with a wand. As such a power naturally calls up a large amount of ministrations work, especially as the *hpongyi* asks nothing for his services, he has five pupils who assist him in his healing mission, and the most remarkable thing about him is that he can delegate his extraordinary power of healing to any of them; but the power thus received cannot be exercised for more than the period of a day.

The power of healing appears to have come to him in a very remarkable way. He was, it appears, an inveterate gambler and on one occasion when he had lost all he had he went to a learned *hpongyi* who gave him such remarkable foresight that he returned to the gaming tables and, by using his new gift, was able to recoup his losses and make a little more out of it. In gratitude to his benefactor he offered him a part of his winnings, but the good man refused to accept the offer as he had no love for filthy lucre, and invited the Chinaman to join the yellow-robed Brotherhood, which he did. He became very devout and lived much of his early life as a monk in the loneliness of the jungle where he subsisted on herbs and roots while he performed his devotions and meditated. After some time, while meditating on the misery of man, a spirit known as "Zawgyi" appeared to him and asked him what he was doing in the jungle, upon which he told him of his past life and his desire to make atonement for the folly of his younger days. The "Zawgyi" marking his sincerity, enquired what power he would like to have, and he replied that he would like to have the power to heal suffering humanity. This power was promised him and the spirit vanished.

Nothing doubting, the recluse appeared on a hill near Yennyein, and began to make use of his miraculous power, the fame of which soon spread to the villages and towns around and caused as much excitement as a gold rush.

The healer is rather short in stature, and aged about thirty or thereabouts. He dresses exactly like a Burmese Buddhist monk, and carries a staff which has all the wonder-working properties of a fairy's wand. His pupils are dressed as "hpothudawes"—half-naked with a white cloth from waist to feet, and strings of beads round their necks. He has it is said, cured hundreds of cases of all kinds, including blindness, dumbness, deafness, madness, paralysis, ugly sores, etc., and day after day train loads of people are going to Yennyein. The hill on which the holy man has taken up his abode, though recently a lonely spot, is to-day filled with people who are camping out there, while hundreds may be seen in an incessant stream moving up the hillside, and hawkers and stall keepers are doing a good business. The *hpongyi* has a meal before sunrise, and from sunrise till sunset he stands on his feet touching and healing people as they file past him one at a time. He becomes very tired as the day wears on and has to have his feet shampooed by one of his pupils while another wipes the sweat off his face.

He is said to have power over witchcraft also, and quite recently a well known witch from Martaban, who heard of his power, walked from Martaban to the hill and challenged the *hpongyi* to pit

SAFETY AT SEA.

INTERESTING EXHIBITS IN LONDON.

Although primarily of importance to technical men, the Shipping, Engineering and Machinery Exhibition recently held in London contained much of considerable interest to the general public. The exhibits staged by the big shipping companies and railway groups always attract visitors, probably by reason of the cleverly constructed models which are so frequently used. There are few people with the slightest interest in machinery who can refrain, for example, from a close inspection of a large scale model of one of the world's most important ports, complete with docks, shipping and railway system. The educational value of such an exhibit is very considerable.

At Olympia a great deal of interest was displayed in the latest automatic devices for keeping ships on their set courses, thus relieving the helmman of a considerable amount of anxiety and labour. For those unfortunate people to whom a heavy sea means illness and misery, a working model of a gyroscopic stabiliser was a centre of attraction. In this exhibit the vessel was rolled violently by mechanical means and, when the roll had reached an appreciable amount, the stabiliser was put into operation, and it was demonstrated how the roll was quenched.

An exhibit which emphasised the sterner side of sea life was that of the B.S.A. line throwing gun, which was designed primarily for throwing a line at sea where distances are too great to admit of the use of a heaving line. This gun has proved invaluable for establishing communication between a lifeboat and a wreck, and in other similar circumstances. The cost per shot is no more than the price of an ordinary rifle cartridge, and yet a 1/16 inch or 3/16 inch line can be thrown with accuracy and certainty even in rough weather.

In rough weather at sea visibility is frequently greatly reduced by the spray, rain or snow, which covers the windows of the navigating bridge. The device known as Kent's clear view screen completely gets over this difficulty, as was clearly shown by means of a working model at the Exhibition. By rotating a circular disc of the window glass, at a very high speed by means of an electric motor, all moisture is thrown off, leaving an unobstructed view. This clever device has been adopted by a large number of the leading shipping lines.

With the rapidly increasing use of oil fuels at sea, the question of oil purification has become of paramount importance. The range of De Laval oil purifiers shown by Chadburn's (Ship) Telegraph Co., came in for particular attention, as the number of this type in use is said to exceed by four times those of all other manufacturers combined. An immense machine known as the De Laval marine type 900, the largest centrifugal oil purifier in the world and capable of handling over six tons per hour, was on view. This has been specially designed to keep pace with the rapid advance of Diesel marine engine development. The "Fumeless" system eliminates all the dangers of treating fuel oils, and has now passed the Board of Trade regulations.

His powers against hers. It was half an hour, however, before the witch was prepared to recognise his authority and, promise by drinking a certain water called *thilayee* not to practice her craft any more.

He also cured a young Thauing-thu girl of sixteen, who had been dumb from birth. On the first occasion (so goes the story) on which he touched her on the throat with his wand she began to speak in a very childish manner, but when the operation was performed again the next day, she was able of speak perfectly.

The trains are still carrying hundreds to Yennyein; the miracle worker is still very busy; his fame is spreading rapidly; he himself believes that when his mission is finished he, like the "Zawgyi" that gave him the power, will suddenly vanish, so, reader, if you are a Thomas and will not be convinced except you see it with your own eyes, take advantage of your opportunity now.

The Start of an Overseas Empire.



CONSIDERING Canada's progress during the past forty years there is no room for pessimism. And if Canadians face their problems squarely and attack them with courage it would be difficult to foresee the limits to Canada's future prosperity," said E. W. Beatty, K.C., President of the Canadian Pacific Railway, on November 7th last, on the occasion of the fortieth anniversary of the completion of the Canadian Pacific Railway. Mr. Beatty made known to the world his belief that the present problems were no more difficult than those of forty years ago and Canadians not less able to cope with them.

Forty years ago Canada had a population of 5,000,000 as compared to 9,600,000 at present. It is a remarkable fact that the Canadian Pacific Railway Company spent \$70,000,000 of their own money in bringing settlers to the Dominion. And just as the building of Canada was a gallant fight against great forces so did the construction of the Canadian Pacific Railway constitute a historic battle against overwhelming odds. The men who led in its creation faced ruin often.

Today, as a result of the courage, the far-sightedness and the optimism of the builders of the Canadian Pacific, the reliability of the Company has come to be an accepted fact the world over and has been recognized abroad as the tangible evidence of Canada's position as a nation.

Just forty years ago, November 7, 1885, Mr. Beatty recalled, the rails met at Craigellachie in the Eagle Pass, B. C., when a tense group of men watched Donald A. Smith, later Lord Strathcona, drive the last spike home. Others in the group picture above include Sir William Van Horne, Sir Sandford Fleming, Major Rogers, founder of Rogers Pass, George E. Hay and James Ross.

THE
SALE
OF
THE
SEASON

SALE!

WHITEAWAY'S GREAT WINTER SALE

WILL COMMENCE ON
Monday January 11th
AND WILL CONTINUE TO
Saturday January 30th

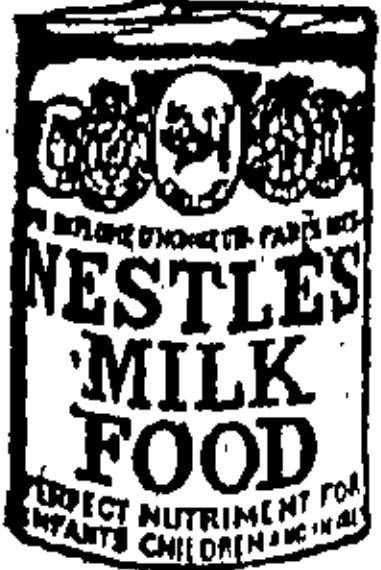
GENUINE CLEARANCE
ENTIRE STOCK INCLUDED

Owing to the Strike and General Trade Depression, our stock is considerably heavier than usual at this period. In order to reduce our stock to normal figures by stocktaking, the reductions we are making in our prices are exceptionally large. TAKE ADVANTAGE OF THIS OPPORTUNITY TO REPLENISH YOUR WARDROBES AND HOUSEHOLD EQUIPMENT WITH NEW AND UP-TO-DATE GOODS AT SALE PRICES.

BUY NOW AND SAVE MONEY.

COME EARLY. BEST BARGAINS AND SIZES GO FIRST
SPECIAL BARGAINS IN FIRST FLOOR DEPARTMENTS.
BEDSTEADS — HARDWARE — CROCKERY — CRETONNES.

WHITEAWAY'S



FOR
INFANTS

WOMEN'S INTERESTS

AND
INVALIDS



This dress, coat and scarf illustrate the femininity of the mode.

As the winter mode becomes established and the Paris models have been tried out and adapted one feature stands out above all else—the importance of being feminine.

Gone are the hard straight lines that suggested the boyish figure. Gone are the narrow hemlines that made ugly lines when walking. Gone is the too-tight sleeve, and the too-narrow shoulder.

Apparently Fashion has eased all along the line. She realizes the importance of absolute freedom and comfort if one is to acquire grace and harmonious movements.

In coats particularly, the silhouette is quite changed from last year. To be smart a coat must be short and it must have plenty of room at the hemline. The most popular type of coat has godets or circular inserts but retains the narrow hipline.

The black velvet or ermine model photographed illustrates the line that is most desired. It also

shows how black velvet and ermine, always a regal, but not always a youthful combination can be made very appropriate for a debutante.

This has a slight flare at the front and introduces an entirely new sleeve, which may be a forerunner of the revival of the old muff. The lower part of the sleeve is made of ermine from the elbow to wrist and is shaped like an inverted bell.

This same type of coat in brocade or metal cloth is extremely popular for evening.

The vivid emerald-green evening frock shows a new type of trimming. Black monkey fur is used to band the apron tunic at the front, but the back is absolutely straight and plain.

The scarf arrangement about the neck adds that touch of charm and softness that the mode demands, and permits the wearer infinite variety in arrangement. Likewise it covers the upper part of the arm very slightly and makes a more flattering shoulder

line than the conventional sleeveless model.

However, speaking of scarfs the most lovely one that has come from Paris is the one in the centre. It is of white crepe fringed with long white fringe at either edge and wound about the neck so that the delicate roses of shell-pink feathers come at either side and frame the face most alluringly.

This is worn with an all-white gown, the skirt of which is in two tiers of fringe, while the blouse is absolutely plain. Fringe is becoming exceedingly popular as a trimming. For the all-black or all-white gown the long silk variety in self colour is very attractive. Gold or silver fringe, in short lengths is very much liked on white or coloured dancing dresses.

It gives the animated, moving lines to a skirt that are decidedly the vogue. They are the first aid to the femininity that is fashion's first and last consideration.

FASHION NOVELTIES.

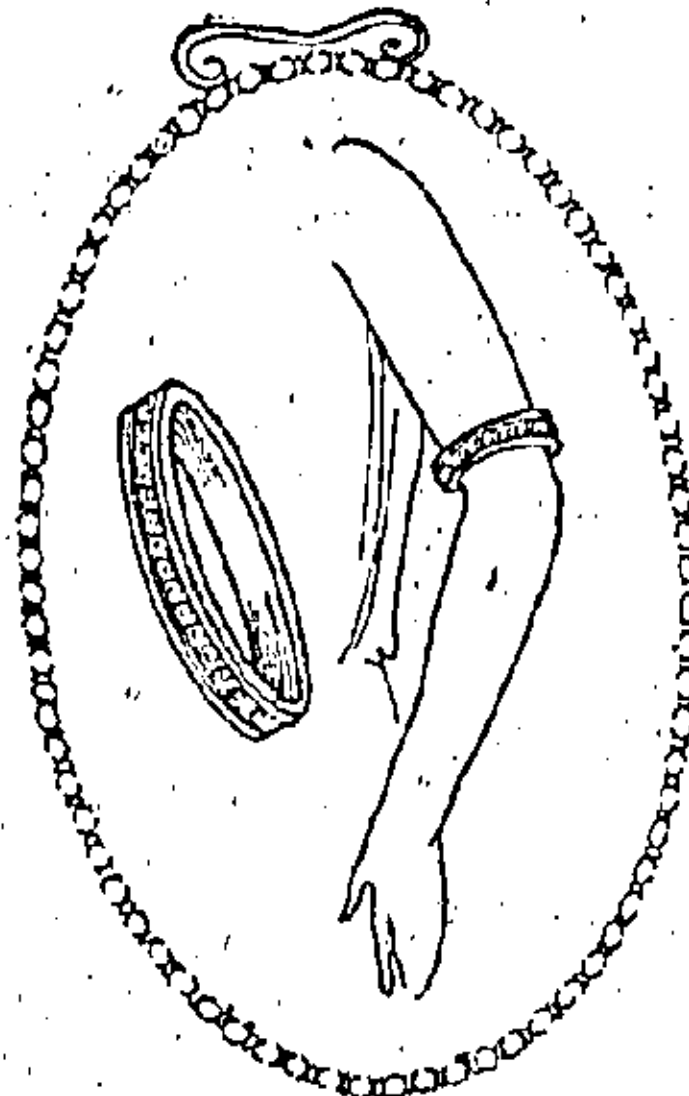
A single rever is a quaint finish for a frock of romain or crepe.

Selvedge as a trimming is a fashionable fad of few exclusive designers. On cloth it is found in geometrical lines ornamenting the godet insertions, and on afternoon frocks or satin the edge of the skirt is left with the selvedge showing. Several lines are inset into a skirt at regular intervals, and the bodice is similarly adorned, quite often with a mock yoke and pocket. Satin is particularly effective, since the selvedge is cordlike. Materials with a darker selvedge are also in demand.

Fur skirts of the tight, straight variety, and slit on one side to allow space for walking, are worn under gorgeous brocade jumpers, which are usually fashioned with a high scarf collar. The more metallic the material, the smarter it is considered. A silky black caracul was worn under an oyster and gold jumper, while more original was a skirt of panther skin worn under one of the new velvet jumpers simulating fur.

Extraordinarily shaped inlet godets of fur are much admired. A costume of yellow kasha had a surprising skirt divided into quarters. These were marked with a narrow band of leopard skin, which burst into godet effects about six inches above the hemline.

ABOVE THE ELBOW.



The newest bracelets fit above the elbow and are made of platinum and jewels. This does not mean, however, that the fashionable woman has given up the narrow ones that she loads about her wrists. They are worn there as plentifully as before.

ON COUNTING TEN.

We were told when we were children to count ten before we spoke the angry word, the implication being that if we could curb our naughty tempers so long we could continue to control them.

Grown-up people would often do well "to count ten" before the speech or the action upon which there is no going back. "Counting ten" may take the form of a round of golf or an extra good clean of the sitting-room; it may even be some sort of intense mental application, though usually the physical vigour assists in restoring harmony. It isn't only a question of regaining a lost temper or healing hurt pride. It is a question also of getting a new view-point and of letting destiny do uninterruptedly a little of her own silent and often beneficial work.

UNKNOWN INFLUENCES.

Destiny? But do we believe in destiny? Not as a brooding goddess, of course, but as the deep, unplumbed current into which both the known and unknown forces of our lives and other people's lives are continually rushing. Yes! Some of us believe and some of us do not believe in a guidance to which we may unseemingly but with utter confidence trust ourselves. Even the most self-confident agnostic will admit to a certain impotence in dealing with the flood of human affairs.

We get the illusion that we are behaving splendidly giving the world the impression that we are not the sort of person who will stand any nonsense or take insults lying down. And then we find that we have been merely like the children who couldn't wait to count ten; we were strong enough to do anything except wait. To the people who can wait everything comes back. It is true, of course, that when things long delayed come to us we may not want them, but what will you? No one has ever said that this life was mainly a realisation of our desires.

There are times when it would be impossible to delay action, and there are times when it would be contemptible to do so. But there are more times when we act too quickly out of emotional disturbance, only to discover that what we have done does not accord with what we essentially are.



This gorgeous head-dress, sparkling with jewels, is offered as an accessory to the opera costume by Parisian jewellers. It is made of green glass beaded work on white silk.

GLASS DINNER SERVICES.

Dinner services of glass are attracting smart hostesses, who are buying the lovely shaded varieties now so popular. Of course, the whole table is likewise decorated, including condiment sets. China ornaments dotted about the dining-room table are counted very smart. These are delicately shaded to represent the object modelled, and shells of fish are much in demand for decoration.

FEATHER TRIMMINGS.

Cock feathers and ostrich fronds have not completely forsaken the newest models. This season they are found outlining floating panels and circular flounces, and the result is the most airy and fantastical thing imaginable, especially when a soft, downy variety of cocks' feathers taken from baby birds is used.

Shaded ostrich fronds are to be seen in all their ancient splendour, while a novelty is a fairly thick, willowy fringe adorned haphazard, with a single cock's plume in a deeper colour.

FASHION NOTES.

Printed velvet is one of the loveliest of fabrics, and comes in the most fascinating colours. It is liked for afternoon gowns with full skirts and long sleeves.

Very elaborate collars and cuffs, trimmed with lace or embroidery or braiding are used to brighten up the dark velvet and satin afternoon frocks.

A favourite evening dress of the moment is made of gold lace trimmed with silver lace, and given a splash of some vivid shade such as red or green.

The petal type of frock, and the molded bodice and the full skirt with handkerchief points are two extremely popular models in chiffon. For dancing and informal evening wear they are most appropriate.

Metal fabrics are featured for evening wear, some are finely pleated, others are embroidered and jewelled.

A feature of the winter styles is the lavish manner in which velvets is employed for trimming on cloth, silk and chiffon frocks.

A NEW CINEMA STAR.



As some of the stars of the flickering drama begin to fade, along comes Mary Brian, a little girl who has "the sweetest face on the screen," according to a famous director.

THIS WEEK'S RECIPE.

CHOCOLATE BISCUITS.

Required: 1lb. of icing sugar, 3oz. of grated chocolate, 3oz. of ground almonds, 2 or 3 whites of eggs, almond essence.

Pound the chocolate, add the almonds and pound to a smooth paste, adding 1 white of egg. Rub the sugar through a hair sieve, and stir it in with another white of egg; if the mixture is too stiff add another white of egg gradually. Flavour with 2 or 3 drops of almond essence, and put the paste into a small pan, and stir over the fire until luke-warm. Put teaspoonfuls of the mixture on a greased and floured tin, leave them for three hours, then bake in a cool oven for about half an hour or until crisp.

THE SPARE BED.

The question of the spare bed or the bed for the one room home is a matter of great moment these days, for furniture manufacturers are always finding a new answer to the problem. An ingenious and thoroughly practical invention has recently been introduced. Its day time service is that of a well padded window seat or divan. It has a steel framework, a properly sprung metal mattress, topped by an ordinary mattress covered with chintz and provided with a valance. At night time, the latter is removed and opened out, a second spring pulls out from beneath the other and instantly a comfortable double bed is a work of a couple of minutes, for the second spring runs out very easily on legs fitted with

THE LADY FROM SALEM.





Dr. R. Volch Clark, the Medical Officer of Health for Manchester, has been advocating sleeveless and collarless clothes for men, so that our bodies may receive the full benefit of the health-giving ultra-violet rays of the sun (when any). I, for one, have always advocated collarless



clothes for men, not for the benefit of absorbing ultra-violet solar rays, but for the benefit of suppressing the ultra-blue language which daily accompanies our search beneath the bed for our elusive collar-stud. But I am not so enthusiastic about the abandonment of sleeves. I foresee trouble should I ever want to marry. A girl would never take my protestations as sincere; for many years ago, in a moment of callow idolatry, I had the name "Evangeline" accompanied by two hearts on a sweater, tattooed on my forearm. Now I can't possibly explain that away as a birthmark, and no girl would believe my statement that it merely represented the name of my favourite poem.

POEMS ON PROMINENT PERSONAGES.

Mr. Lloyd George.

Dear David, for the time your sun obscured;
It shines on in the heavens
politic.
Yet in the good old days you've often lured
Us all by your unrivalled rhetoric.
Aye, Britain's fate was quivering in the scales,
Your own stout heart, amid the War's red maze,
Kept stout the heart of England,
Scotland, Wales!

From America, land of true sentiment and romance, has reached me the following poignant newspaper advertisement:

"HE HAPPENED TO DIE, TOO SOON."

"To-morrow," he said, and then again, "to-morrow." But he died, and his widow, in her grief had to choose his resting-place. Like you, he meant to do it—but he happened to die a day too soon. Send for Book of Photographs, Prices and Terms. Yes, and don't forget to write your name on the dotted line. But why not go the whole hog. Mr. Adventurer? It's every bit as trying to the widow to choose a coffin as a burial-plot. So carry on!

BUY YOUR COFFIN NOW!

Don't leave this dismal business to your widow. Order one of our Patent Convertible Zinc Coffins to-day. Available for instant use, it may be used as a (1) a slipper-bath; (2) a casket; (3) a casket; (4) a dog-kennel. Write at once for our self-measurement form. All orders executed post free under plain, sealed wrapper.

There still seems to be considerable diversity of opinion among the Egyptologists as to whether the inscription upon Professor Grimme's tablet is or is

not an authentic tribute from Moses to Pharaoh's daughter for rescuing him from the Nile. In the circumstances I have thought it as well to write to that eminent Egyptologist, my friend Professor Piffinger, Rottenblotter of Potzdam, for his pronouncement upon the matter. In his reply he states that by the courtesy of Professor Grimme he has been able to examine the original tablet, and has come to the conclusion that the inscription is either a testimonial written by Balaam to his ass, or else a letter from Og, King of Bashan, to Mr. Drage, ordering a new iron bedstead on the Easy Payments system.

A WELCOME TO A WORTHY WINTER WORKMAN.

(Thank "Glorious Devon.")

Tinker, tailor, ploughboy, thief,
May grieve they've thought to do;
Seaf and vassal, churl and kief,
May all have their grumbles too.
But there's a class of happy chaps
Who thrive while others fail,
Who remedy the dire mishaps
That come in winter's trail.

So let the blaring brass band play
To greet the blithe newcomer;
And hail with loud "Hip-hip-hooray!"

The plumber, lucky plumber!
Butcher, baker, brewer, clerk,
May moan the lack of trade;
As also may the Sheeny, shark,
Scampress and dairymaid.

Yet we are ever glad to think
If ever there should come one
A mishap to the kitchen sink
Means six months' work for someone!

So let the trumpet-blast ring out,
And ply your sticks, O drummer!
And welcome with a gleesome shout
The plumber, happy plumber!

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For the Hongkong and Shanghai Banking Corporation.
A. H. BARLOW,
Chief Manager,
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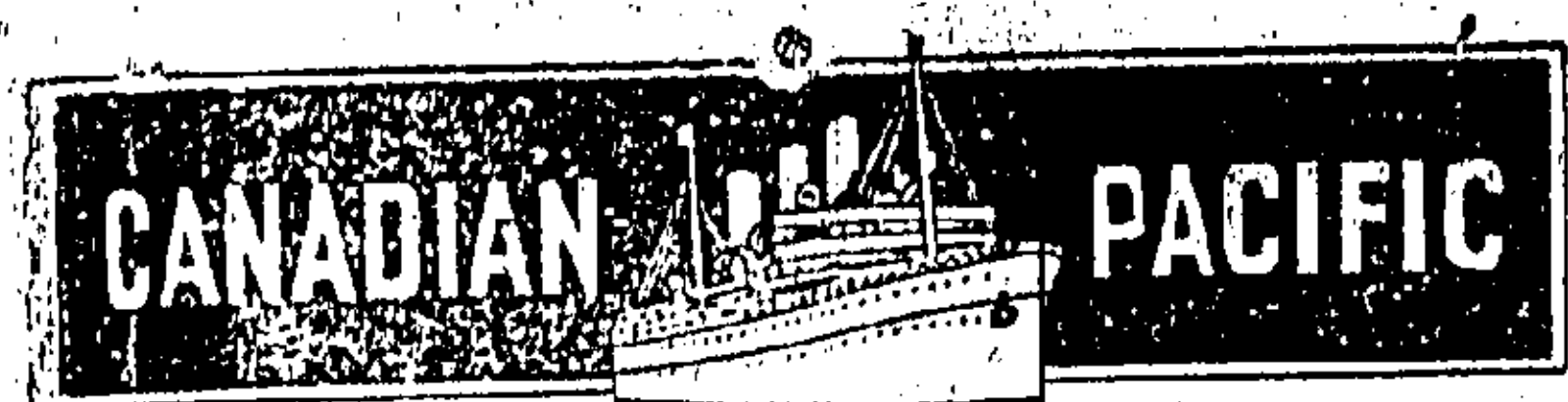
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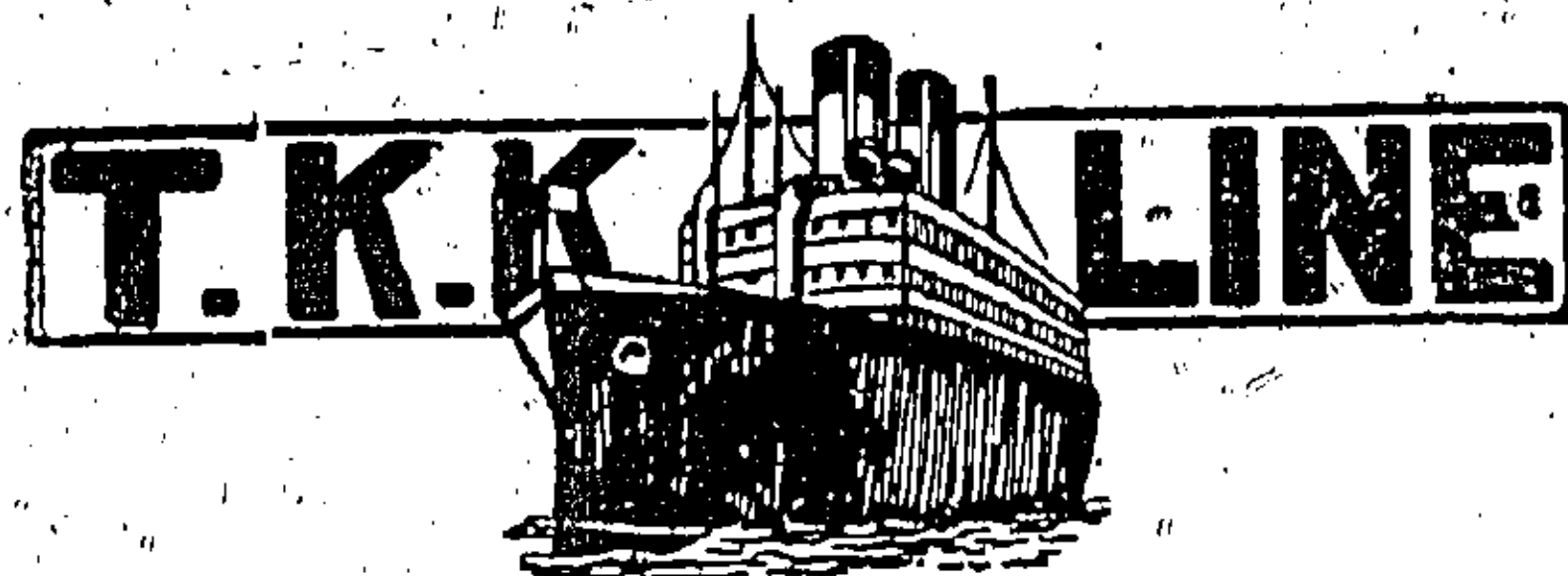
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S.S. "PRESIDENT JACKSON" ... February 9th, 5.00 p.m.

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S.S. "PRESIDENT JACKSON" ... February 1st, 5.00 p.m.
S.S. "PRESIDENT MCKINLEY" ... February 13th, 5.00 p.m.

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President Polk ... January 10th ... 8 a.m.
President Cleveland ... January 22nd ... 3 p.m.
—and 4 sailings each month to Manila; thence fortnightly service.

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President Lincoln ... January 16th ... 5 p.m.
President Cleveland ... January 30th ... 5 p.m.
President Pierce ... February 13th ... 5 p.m.
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Steamers	From	Expected on or about	Will leave on or about	For
Tjisalak	Batavia	10th Jan.	13th Jan.	Shanghai
Tjibodas	Japan	10th Jan.	13th Jan.	Batavia
Tjikini	N. China	14th Jan.	16th Jan.	M'sar. & S'baia
Tjikembang	M'kar	19th Jan.	20th Jan.	S'hai & Dalny
Tjisalak	Batavia	24th Jan.	26th Jan.	Shanghai
Tjiloboct	Shanghai	24th Jan.	26th Jan.	Batavia
	N. China	27th Jan.	30th Jan.	M'sar. & S'baia

†Via Macassar
*Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly "qualified surgeon." Cargo taken at through rates to all ports in Netherlands-India and Australia.
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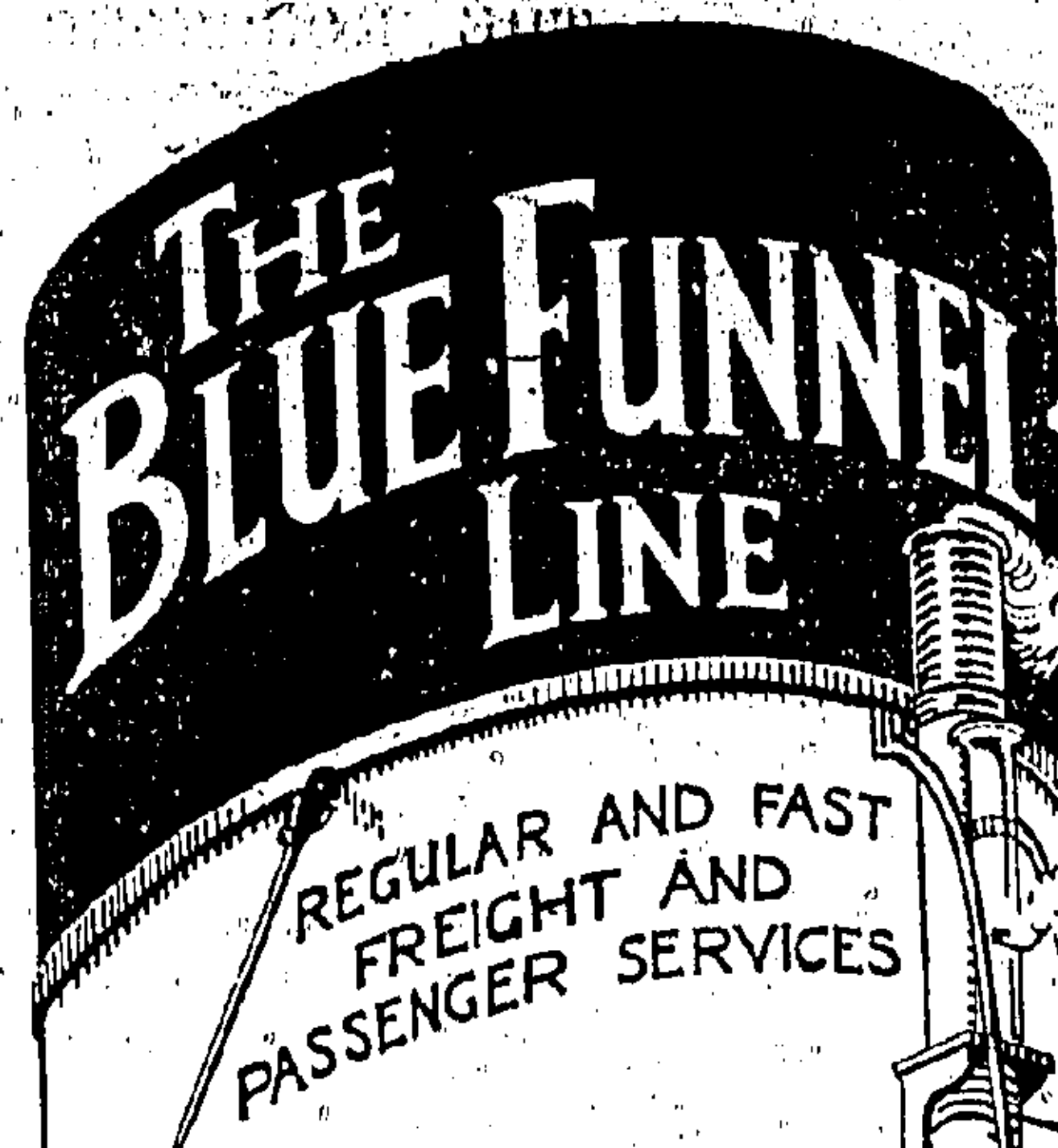
S.S. GEMMA ... 12th Jan.
S.S. ZOSMA ... 9th Feb.
S.S. OOSTERK ... 9th Mar.

Sailings for Genoa, Marseilles, R'dam, A'dam, Hamburg & Bremen.

S.S. WESTERDYK ... 28th Dec.
S.S. OLDEKERK ... 21st Jan.
S.S. GEMMA ... 20th Feb.
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LONDON SERVICE

"ANTENOR" 13th Jan. Marseilles, London, R'dam & Glasgow.
"DARDANUS" 26th Jan. Marseilles, London, R'dam & Glasgow.
"EUMAEUS" 9th Feb. Marseilles, London, R'dam & Glasgow.
"AUTOMEDON" 23rd Feb. Marseilles, London, R'dam & Glasgow.

LIVERPOOL SERVICE

"ACILLES" 12th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"BELLEROPHON" 24th Jan. Genoa, Marseilles, Havre, Liverpool & Glasgow.
"LAOMEDON" 1st Feb. Genoa, Havre, Liverpool & Glasgow.
"MEUNON" 20th Feb. Genoa, Havre, Liverpool & Glasgow.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"IXION" 10th Jan. Victoria, Vancouver & Seattle.
"PHILOTTETES" 27th Jan. Victoria, Vancouver & Seattle.

NEW YORK SERVICE

"CYCLOPS" 8th Jan. Boston, New York & B'more via Suez.
"YANGTZE" 15th Jan. Boston, New York & B'more via Suez.

PASSENGER SERVICE.

"ANTENOR" 13th Jan. Singapore, Marseilles & London.
"HECTOR" 24th Jan. Singapore, Marseilles & London.
"BELLEROPHON" 7th April. Singapore, Marseilles & London.
"PATROCLUS" 5th May. Singapore, Marseilles & London.
"ANTENOR" 2nd June. Singapore, Marseilles & London.

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FURNITURE DEAL.

SALESMAN CHARGED WITH LARCENY.

Embezzlement Count Dropped.

Wu Tong, a furniture shop salesman, made another appearance before Mr. R. E. Lindsell at the Central Magistracy yesterday. On Monday he was charged with obtaining money by fraud, and it was stated that he was left in charge of the Hop Wo furniture shop, and when the manager returned, found that it had been turned into a tea house.

Yesterday, Mr. L. R. Andrews, prosecuting, said that as the case stood at present the defendant was charged with embezzling \$672. Since the case was called last time he had examined the books and questioned the complainant further. The defendant had made practically no entries in the book, and it was difficult to get evidence, to substantiate the charge. He

had therefore framed a fresh charge of larceny.

Defendant was then charged with stealing various articles of furniture while a servant of the Hop Wo firm of furniture dealers, Praya East.

Removed at Night.

The manager of the shop, recalled, produced the sales book, and said that after the strike the business could not be carried on at a profit. Cross-examined by Mr. Brooks, who appeared for the defendant, he denied giving instructions for the whole stock to be cleared.

Another witness said he saw defendant removing the furniture from the shop late at night. The furniture was taken from the back door and when questioned, defendant said it had been sold.

Mr. Brooks said that he thought the case looked more like a civil one than a criminal one, and His Worship remarked that he had referred to that at the first hearing. The case was adjourned until next Wednesday.

JAPANESE STEAMERS' MISHAP.

STRUCK ROCK NEAR BANKA STRAITS.

Returning to Singapore.

Batavia, Jan. 8.
The Japanese steamer Yamato Maru, with twelve bags of mail from Singapore for Fremantle, reports having struck a rock near Banka Straits, and is making fifteen tons of water hourly in the engine-room. The Captain thinks he can reach Singapore.—Reuter.

PASSENGERS.

ARRIVED.

Per s.s. Malwa from Europe via ports, January 8.—Mr. S. H. Hills, Mr. W. D. Bell, Lady Bell, Miss Johnstone, Mr. and Mrs. Markham, Mr. H. B. White, Mrs. F. White, Maj. Gen. Luard, Mrs. Foltz, Mr. E. Woodford, Mr. J. M. Meikle, Mr. J. W. Fitzgerald, Mrs. Fitzgerald, Mr. S. A. Roberts, Mr. and Mrs. Gray and child, Mr. and Mrs. D. Austin and two children, Mr. and Mrs. P. Tod and two children and amah, Capt. C. E. Byers, Mrs. A. H. Crook and child, Mrs. E. Rattay, Capt. J. D. Milne, Mr. and Mrs. F. B. Mudge, Mr. D. L. Lyle, Mrs. Lyle, Mrs. K. I. Ratsey, Mrs. D. E. Hudson, Mrs. Miss and Master Forster, Mr. F. Marshall, Mr. D. Lyon, Mr. J. R. Mooney, Mr. A. M. Buchanan, Mr. A. P. Murray, Maj. and Mrs. E. O. Alabaster, Mrs. R. Larter and child, Mr. J. S. Oliver, Mr. W. M. Philip and Mr. W. H. Anders.

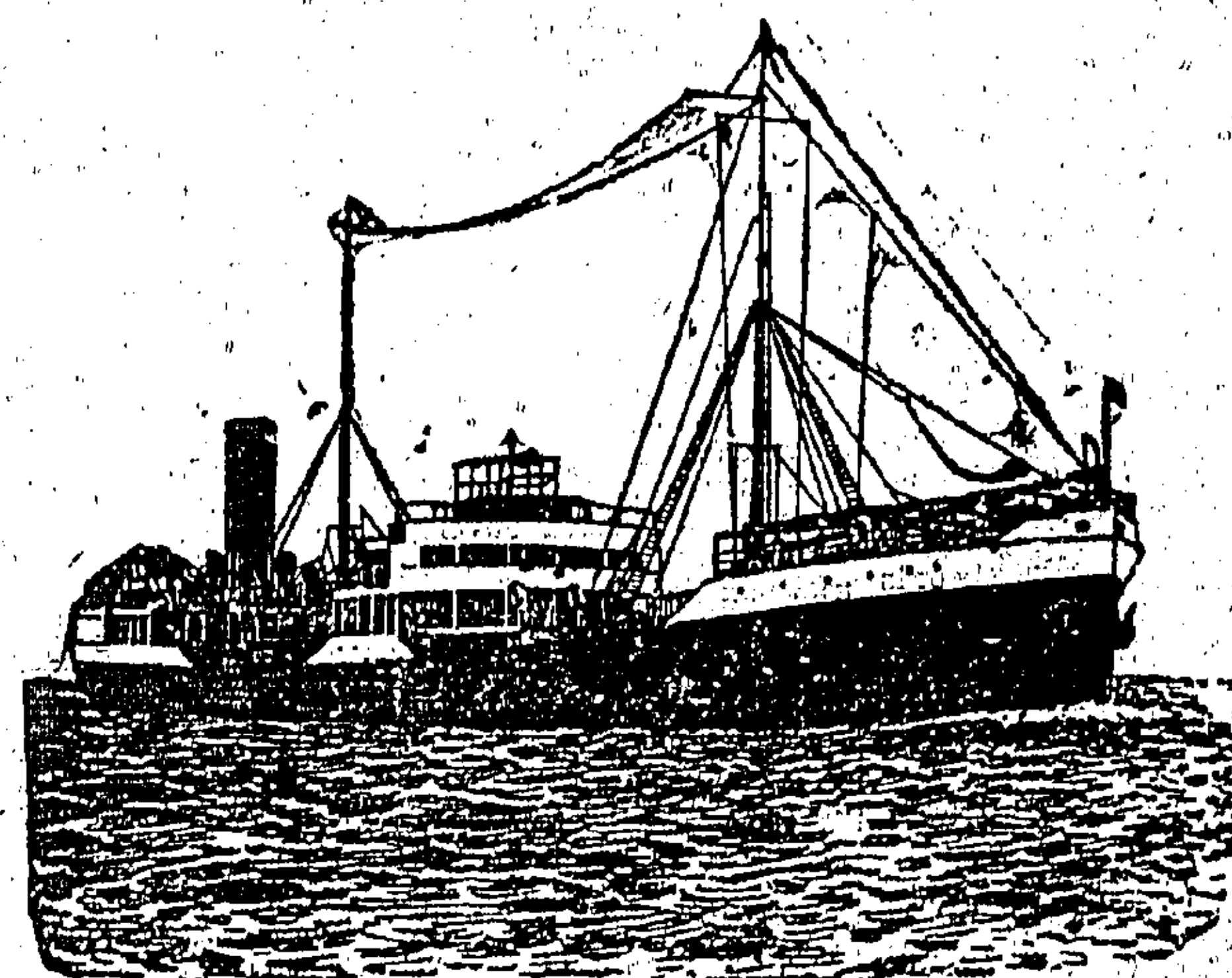
Per s.s. President Grant from Seattle via ports, January 8.—Mr. Lam' Sen-tin, Mr. Wong Man-hin, Mr. N. H. Chin, Mr. J. S. Ho, Mr. C. F. Sen, Mr. D. Wudom, Mr. L. Y. King, Mr. and Mrs. P. H. Suckling, Mr. P. R. Murray, Mr. M. A. Razack, Mrs. C. S. Pa-let, Mr. H. Bell, Mr. M. W. Koyre, Mr. Pierre Dupuy, Mr. Chas. Gates, Mrs. Chas. Gates, Mr. Chang Yut-sing, Mr. Leung Kung-fan, Mr. K. T. Koon, Mr. Ue Sai-ling, Mrs. Ue, Mr. A. Muller, Mrs. E. Muller, Mr. A. Lokan, Mr. and Mrs. G. Butchart, Mr. R. E. Macintyre, Mr. I. W. Wilson, Mr. L. Everett, Mrs. C. Bore, Miss Helen Bore, Mr. E. D. Clahay, Mrs. F. W. McMahon, Mr. Stephen Lambert, Mr. A. F. Pfaffner, and Dr. Ashton B. Taibot.

DEPARTED.

Per s.s. Empress of Asia, January 8.—Mr. R. Anotegui, Mr. A. Astrosa, Mr. and Mrs. R. Wallace Bateman, Mr. and Mrs. M. Benjamin, Miss M. W. Benson, Miss L. Campbell, Dr. Dee C. Chuan, Mr. Chin Gim-him, Mr. F. A. Cox, Miss M. Creighton, Mr. E. Davison, Mr. E. Esser, Mr. Fong Sang-fat, Mr. Fung Kau-yu, Mr. Ben Fuson, Miss S. E. Glass, Mr. J. E. L. Greenhill, Comdr. L. G. Ingham, R.N., Mr. Kai Suk-ping, Mr. S. H. Ko, Mr. P. H. Ko, Mr. Ko Chung-hee, Mr. Hyde Lay, Mr. Lau Sun-ung, Mr. Lee In-long, Mr. Y. L. Lee, Mr. Li Gim, Master Teodoro Deo Se, Mrs. Grace Luten, Mr. J. L. MacPherson, Miss E. Marshall, Mr. P. W. Massey, Mr. D. McLaren, Rev. Father J. J. Mereto, Mr. Isaac Pappo, Mr. C. E. Paacock, Mr. and Mrs. A. V. Perry, Mr. and Mrs. B. A. Proulx, Rev. R. D. Rees, Mr. H. E. Root, Master A. Ross, Mr. D. Ross, Mrs. E. Ross, Mr. R. R. Roxburgh, Mrs. Strilevsky, Miss T. Strilevsky, Miss Jannita Stuart, Mr. M. H. Tang, Mr. O. D. Terrell, Mr. J. O. Thomson, Miss Qi Lee, Mr. Tong Tin-yee, Rev. and Mrs. W. M. Turner, Miss A. Turner, Miss R. Turner, Mr. and Mrs. R. Weidmann, Mr. Wong So, Miss Wong Yat-sun, Mr. Yip Siu-chung, Mr. M. Yoshihara and Mr. Lance Cheng.

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KHYBER	9,114	23 Jan noon	Miles, Casablanca, London & Antwerp
LAHORE	5,252	24th Jan.	S'pore, P'ang & B'bay
ALIPORE	5,273	1st Feb.	Singapore & Bombay
DELTA	8,097	4th Feb.	S'pore, P'ang, C'bo & B'bay
MALWA	10,941	6th Feb.	Marseilles & London
KARMALA	9,128	20th Feb.	Miles, London & Antwerp
MANTTA	10,902	6th March	Marseilles & London
KASHAIR	8,985	13th March	Miles, London & Antwerp
KHIVA	9,135	20th March	Miles, L'don & Antwerp
MOREA	10,918	3rd April	Marseilles & London
DEVANHA	8,155	17th April	Miles, L'don & Antwerp
KALYAN	9,144	21st April	Miles, L'don & Antwerp
MAEDONIA	11,089	1st May	Marseilles & London
KASHGAR	9,005	15th May	Marseilles & London

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrenees, Smyrna and other Eastern Ports by Steamers of the P. & O. S.S. Co.

BRITISH INDIA-APCAR SAILINGS

TAKADA	6,949	20th Jan.	S'pore, Penang & Calcutta
SANTHA	8,500	4th Feb.	S'pore, Penang & Calcutta
TILAWA	10,006	14th Feb.	S'pore, Penang & Calcutta
TALAMA	8,018	21st Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	3rd Feb.	Manila, Sandakan, Thurs.
TANDA	6,953	3rd March	Island, Townsville, B'bane.
ARAFURA	6,090	7th April	S'pore and Melbourne

The E. & A. S.S. Co. Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolambun, Tawno, Timor, Darwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:

The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

ST. ALBANS	4,500	10 Jan. d'light	Moji, Kobe & Yoko
SANTHA	8,500	13th Jan.	Shanghai & Kobe
HYMETTUS	4,606	16th Jan.	Yokohama, Shanghai & Kobe
KARMALA	9,128	23rd Jan.	Shanghai, Moji & Kobe.
TILAWA	10,000	25th Jan.	Kobe & Osaka

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., C. Agents.

GLEN SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel	Due Hongkong	Vessel	Leaves Hongkong
PENBROKESHIRE	15th Jan.	CARNARVONSHIRE	25th Jan.
GLENNIFFER	21st Jan.	1st Jan. R'cam & H'burg via Oran.	
GLENOGLE	3rd Feb.	GLENSHIRE	31st Jan.
GLENDAM	23rd Feb.	1st Jan. R'dam & H'burg via Oran.	
GLENGARRY	4th Mar.	PENBROKESHIRE	17th Feb.
		1st Jan. R'dam & H'burg via Oran.	
		GLENNIFFER	9th Mar.
		1st Jan. R'dam & H'burg via Oran.	

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS
Telephone: Central No. 215, sub-ex. 23 and 3696.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND
AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "OYCLOPS"	...	via Suez Canal	7th Jan.
S.S. "YANGTSE"	...	via Suez Canal	19th Jan.
S.S. "CITY OF BEDFORD"	...	via Suez Canal	28th Jan.
S.S. "OANTA"	...	via Suez Canal	7th Feb.

* Calls at New York first.

Steamers proceed via Suez Canal or Panama Canal at Owners' option Subject to change without notice.

For Freight and particulars apply to—
BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: JARDINE MATHESON & Co. Ltd., CANTON

COMPANIA TRANSATLANTICA DE BARCELONA.

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID, BARCELONA & OTHER SPANISH PORTS.

LEGAZPI	...	15th Dec.
O. LOPEZ Y LOPEZ...	...	8th Feb.
YOKOHAMA, KOBE, MOJI & SHANGHAI.		

LEGAZPI	...	26th Nov.
O. LOPEZ Y LOPEZ	...	17th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Cooks carried.

For particulars of freight or passage apply—

BOTELHO BROS.

Alexandra Building, Hongkong.

O. D. PARKETT, Ltd., 29, Central Avenue, Canton.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 A.M. (Sundays excepted).
Sailings from Canton: Daily, at 8 A.M. (Mondays excepted).

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sundays: 9 A.M. only).
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sundays: 4 P.M. only).

SUNDAY EXCURSIONS—On SUNDAY, 10th January, the S.S. "TAISHAN" will leave Hongkong at 9 A.M. from Company's Wing Lok Street Wharf, and return from Macao at 4 P.M.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 541 S. 5. 542 D. G. 544 D.

YOKOHAMA MARU ... Thursday, 28th Jan at 11 a.m.

KAGA MARU ... Saturday, 20th Feb.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

KATORI MARU ... Saturday, 16th Jan at 11 a.m.

ATSUTA MARU ... Saturday, 30th Jan.

KASHIMA MARU ... Saturday, 13th Feb.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES GLASGOW

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Wednesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... Wednesday, 24th Feb.

NEW YORK and/or BOSTON ANAMA.

TATSUNO MARU ... Sunday, 17th Jan.

CALCUTTA MARU ... Thursday, 4th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAMAKURA MARU ... End of Feb.

BOMBAY via Singapore & Colombo.

TAMBA MARU ... Tuesday, 12th Jan.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Saturday, 9th Jan.

SHANGHAI, KOBE & YOKOHAMA.

TOKUSHIMA MARU ... Friday, 8th Jan.

HAKONE MARU ... Wednesday 13th Jan.

CEYLON MARU ... Thursday, 14th Jan.

SUWA MARU ... Tuesday, 26th Jan.

For further information apply to—
Tel. Central Nos. 292, 293 & 2427. S. KINOSHITA, Manager.

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "CORBY CASTLE" ... Sails 31st Jan.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (Fiume).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILING.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ESQUILINO" ... Sails about 10th Jan.

S.S. "VENEZIA" ... Sails about 10th Feb.

HOMeward FOR BRINDISI, VENICE AND TRIESTE.

M.V. "VIMINALE" ... Sails about 4th Jan.

M.V. "ESQUILINO" ... Sails about 31st Jan.

S.S. "VENEZIA" ... Sails about 15th Mar.

NATAL LINE OF STEAMERS.

S.S. "UMVOLOSI" ... Sails from Calcutta 31st Jan.

Sails from Colombo 12th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

**ASAHI BEER**

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DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export

Sole Agents—

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Agents for the following Services.

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF BEDFORD" via Suez Canal 28th January.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

Sailing From Hongkong.

M.V. "WEIRBANK" via Suez Canal 1st January.

AMERICAN & ORIENTAL LINE

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF CAIRO" 30th December.

For Marseilles, London, Rotterdam & Hamburg.

S.S. "KIOTO" 4th January.

For Havre, London, Rotterdam & Hamburg.

Fares to London: "A" 1st Class £88. 2nd Class £63.

"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL AFRICAN LINE

S.S. "SURAT" 23rd November.

Loading for Mauritius, Delagoa Bay, Durban, East London,

Algoa Bay, Port Elizabeth, Mossel Bay & Capetown.

Through Bills of Lading issued to Beira, Quillimane, Ibo,

Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar,

Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis

Bay, & Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman and Bucknall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "City of Palermo" or "Malatia" to Java, Freemantle, Adelaide, Melbourne and Sydney, and Vice Versa. Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For freight or passage on any of the above lines, apply to—

THE BANK LINE LTD.

Telephone C. 4791.

AUSTRALIAN-ORIENTAL LINE, Ltd.**S.S. "TAIPING"**

This Vessel will sail hence on her maiden voyage during the first half of January 1926 (date to be advised later)

FOR
MANILA, PORT BANGA, ZAMBOANGA, THURSDAY ISLAND AND AUSTRALIAN PORTS.

THROUGH BILLS OF LADING ISSUED TO ALL AUSTRALIAN, NEW ZEALAND AND TASHMANIAN PORTS.

THIS NEW VESSEL IS FITTED WITH THE FINEST AND MOST UP-TO-DATE FIRST AND SECOND CLASS PASSENGER ACCOMMODATION.

(Sailing Subject to Alteration.)

For Freight & Passage, apply to—BUTTERFIELD & SWIRE.

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DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Amoy and Foochow

(Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Halching. | A. H. Stewart... | SUN., 10th inst - at 9 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Halching", "Halhong" & "Halbing" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUELS**

Mail Steamers. Next Sailings from Marseilles. Pre. arr. at H'g. and Sailing for S'hai & Japan.

Pre. B. Sailing from H'g. for M'les.

AMAZONE ... 19th Jan.

FONTAINEBLEAU ... 2nd Feb.

D'ARTAGNAN ... 16th Feb.

ANGKOR ... 2nd Mar.

PARTHOS ... 16th Mar.

ANDRE LEON ... 30th Mar.

PAUL LECAT ... 13th Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctors' attendance)

A Class 1st Class £95.00 B. Class 1st Class £83.00

Steamers 2nd Class £68.00 Steamers 2nd Class £60.00

Through Tickets to London and Leaving Towns of Europe.

Accommodation reserved in the trains at Marseilles.

WIGNES COMMERCIALES (CARGO-BEATS)

S.S. "SI KIANG" from Dunkirk, L'don, Havre is due to arrive about 21st Jan.

For full particulars apply to

Phone: Central 740 Messageries Maritimes Co. 5 Queen's Building.

CONSIGNEE NOTICE

HOTELS.

THE HONGKONG
HONGKONG HOTEL; REPULSE BAY HOTEL; PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

SHANGHAI
ASTOR HOUSE HOTEL; PALACE HOTEL;
KALEE HOTEL; MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI."

In association with the Grand Hotel,
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KOWLOON HOTEL
THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room and Saloon Bar.

Electric Lift and Telephone to each Floor.
Rm. K.608 & K.609. Cable address: KOWLOTEL, Hongkong.
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FRANK L. COOKE
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THE EUROPE HOTEL.
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Terms:—A la carte or inclusive.

The after-noon dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe Singapore." **ARTHUR E. ODELL**
Telephone 2740. Managing Director.

POST OFFICE NOTICE.

Postage stamps should be affixed in the right-hand top corner of the address side of all postal articles.
The Radio Service has reverted to normal hours of working. Messages may be handed in at any hour of the day or night during general Post Office hours at Radio Counter, Main Hall, at all other times messages should be taken through the corner entrance at Padder Street and Des Voeux Road to the Radio Office on the 3rd floor of the building. These doors will be closed after 10 p.m. but admittance may be obtained by ringing the night-bell.
Radio Traffic with Canton is suspended until further notice.
Intercept Radio Telegrams are subject to delay.
Messages in Code must have name of Code used included in text.
The parcel post service to Canton is resumed.

INWARD MAILS.

From	Per	Due
Australia and Manila	St. Albans	January 9
Bangkok	Kwaiyung	January 9
Shanghai	Adolf von Baeyer	January 9
Europe via Negapatam (Letters and Papers, London, 3rd Dec., 1925)	Tokushima Maru	January 10
Shanghai	Kanchow	January 10
Shanghai	Chickiang	January 11
Weihaiwei	Huichow	January 11
Straits	Hakone Maru	January 12
Shanghai	Antenor	January 12
Straits	Santha	January 12
Straits	Hymettus	January 13
Straits	Kwangchow	January 13
Manila	Pres. Lincoln	January 14
Manila	Pres. Grant	January 15
Japan	Katori Maru	January 15
Bangkok	Kwang Tung	January 16
U. S. A., Honolulu, Japan and Shanghai	Pres. Polk	January 18
U. S. A., Canada, Japan and Shanghai	Pres. Madison	January 19
Japan	Aki Maru	January 19
U. S. A., Honolulu, Japan and Shanghai	Pres. Cleveland	January 21
Straits	Sawa Maru	January 23
Japan	Aburatsubo Maru	January 23

OUTWARD MAILS.

For	Per	Date
Shanghai	Soochow	Sat., Jan. 9, 2.30 p.m.
Manila, Straits and Paredes for Germany via Hamburg	Adolf von Baeyer	Sat., Jan. 9, 3 p.m.
Japan, Canada, U. S. A., C. and S. America & Europe via Victoria, B.C.	Ision	Sat., Jan. 9, 3 p.m.
Bangkok	Pureks	3 p.m.
Port Sayard, Hothow, Pakhoi and Haiphong	Registration	4.15 p.m.
Japan	Letters	5 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa	(Due Victoria, B.C., 3rd Feb.)	
Amoy and Fuzhou	Chalsang	Sat., Jan. 9, 5 p.m.
Shanghai, Japan, Honolulu, Canada, U. S. A., C. and S. America and Europe via San Francisco	Hanoi	Sat., Jan. 9, 5 p.m.
Amoy	St. Albans	Sat., Jan. 9, 5 p.m.
Shanghai	Athas Maru	Sat., Jan. 9, 5 p.m.
Straits	Huichow	Sat., Jan. 9, 5 p.m.
Amoy and Fuzhou	Kato Maru	Sun., Jan. 11, 9 a.m.
Shanghai	Mingsang	Sun., Jan. 10, 9 a.m.
Straits	Tenyo Maru	Mon., Jan. 11, 9.45 a.m.
Amoy	Letters	10.30 a.m.
Shanghai	(Due San Francisco, 5th February)	
Straits	Szechuen	Mon., Jan. 11, 5 p.m.
Amoy	Anhui	Tues., Jan. 12, 3.30 p.m.
Shanghai	Yat Shing	Tues., Jan. 12, 5 p.m.
Straits	Kanchow	Wed., Jan. 13, 9.30 a.m.
Amoy	Antenor	Wed., Jan. 13, 9.30 a.m.

Printed and Published for the Proprietor by FREDERICK PERCY FRANKLIN, at 11, Lee House Street, in the City of Victoria, Hongkong.

TUAN'S RETIREMENT.

WILL HAND ADMINISTRATION TO CABINET.

Resignation Telegram Recalled.

Peking, Jan. 8.
Tuan Chi-jui at midnight addressed a circular telegram to the provinces announcing his intention to retire from office on the 15th instant, when he will hand over the administration to the Cabinet.

A brief translation of the telegram follows: "I, Chi-jui, have done my best to assume control of state affairs for more than a year, but circumstances have combined to defeat my policy. My mental and bodily strength are exhausted. When I think of the deplorable condition of the people it increases my sorrow, but all the unrest and political changes coming one after another make it difficult to rehabilitate the situation. I deem it my duty to retire from public life in accordance with the declaration several times have made."

All administrative functions are to be handed over to the Cabinet and from the 16th I shall cease to attend my duties. My hope is that both the military and civil authorities in the provinces will consider the national difficulties and hardships of the people and realise the facility of victories gained through bloodshed. I trust they will carry out reforms both for the people and for the state.

In the task of doing away with abuse and carrying out reformation, it is not necessary that I

JAPAN'S TRADE.

INCREASES IN IMPORTS AND EXPORTS.

According to the official report made by the Department of Finance of the Japanese Government, the foreign trade of Japan during 1925, (up to the 25th of December) reached more than 4,800 million yen in total, the record-breaking amount showing extraordinary increases, especially in exports.

The figures are as follows:—Imports into Japan, 2,544 million yen; Exports from Japan, 2,270 million yen.

It is estimated by the general commercial circle in Japan that the Japanese foreign trade for the first half of this year will reach 940 million yen in export and 1,260 million yen in import.

FRENCH FINANCES.

BANK'S ADVANCES.

Paris, Jan. 8.
The Ministry of Finance reimbursed on December 31st, the Bank of France one billion francs, thus reducing the legal limit of advances from the Bank to the Treasury to 58,500 millions.—Havas.

should participate. Let all the people comprehend this.—Reuter.

Telegram Recalled.

Peking, Jan. 8.
Tuan Chi-jui's telegram of resignation was recalled at the last moment for revision.—Reuter.

RIVER TRAFFIC.

FATSHAN, LOSES A PROPELLER BLADE.

Owing to the Fatshan losing a propeller blade during her last trip down from Canton, certain changes have become necessary in the schedule of the river steamers sailing for Canton and Macao.

The Fatshan will proceed to dock at 9 a.m. to-day, and the Kinshan will take her place, leaving here for Canton at 8 o'clock this morning. The Kinshan was berthed at the Canton Wharf on arrival from Macao yesterday for this purpose.

During the absence of the Fatshan, the Canton service will be maintained by the Lungshan and Kinshan, while the Macao run will be carried out by the new Tai-shan and the Sui An.

It is understood that Captain Thompson will take the Kinshan up to-day.

Husband out of work; children object to four children—Such was the gist of a woman's plea to the North London magistrate in asking an extension of time in an ejectment order. "You had better write to your member of Parliament about it," said the magistrate (Mr. S. Popel), "because they are proposing to do away with the Rent Restriction Act. There is going to be a rare dust-up," he added, "If the Government do away with this Act. There will be an outcry and rattling of dry bones such as has never been known in this country."

A SIMPLE TEST

If you wish to convince yourself which is the most popular evening newspaper and therefore the most effective advertising medium

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98A, Wanchai Road.

K.C.C. DANCE.

SUCCESSFUL ROOF GARDEN
FUNCTION.

The Roof Garden dances arranged by the Entertainments Committee of the Kowloon Cricket Club, continue to grow in popularity. Last night's function was the second of the season, and proved

as successful as any that have gone before. More than 200 dancers were present and taxed the capacity of the floor to the utmost from 8.30 to midnight.

Music was supplied by the Hongkong Hotel orchestra, whose efforts were greatly appreciated. It was a most enjoyable evening and one which all will hope to see repeated on many occasions before the winter passes.